

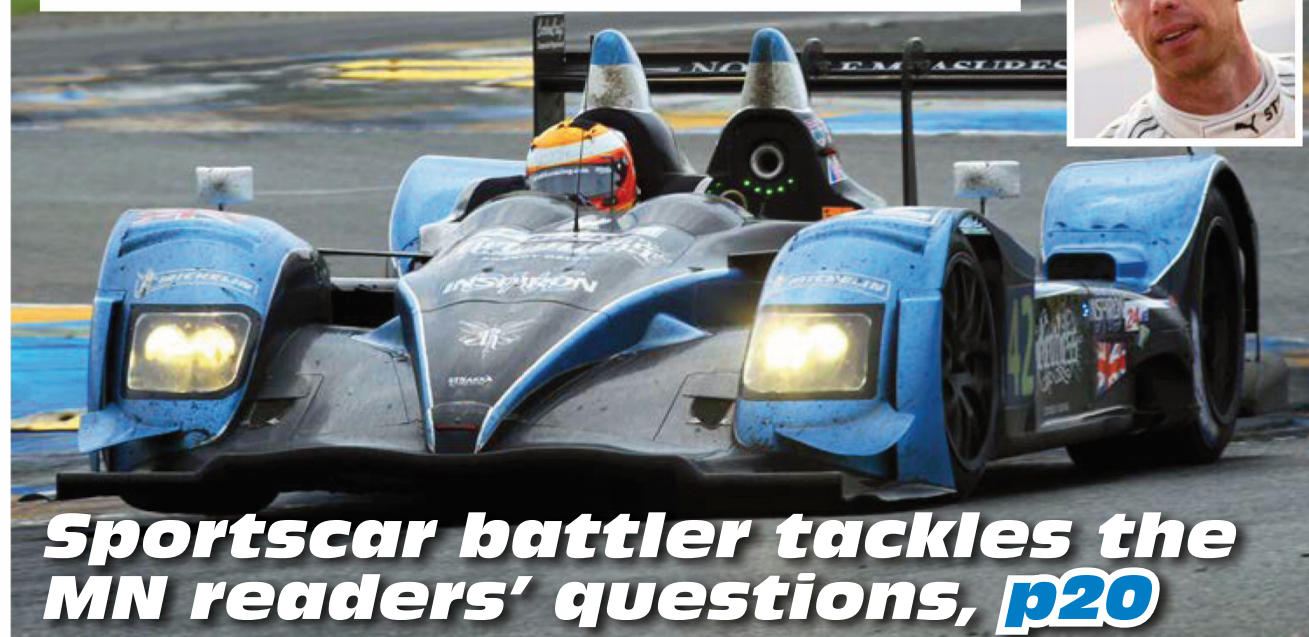
THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

■ JUNE 23 2022 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS

EXCLUSIVE INTERVIEW:

JONNY KANE



Sportscar battler tackles the MN readers' questions, p20

Red Bull driver forced to drive under pressure for Canadian Grand Prix victory

MAX HOLDS HIS NERVE TO EXTEND HIS F1 POINTS ADVANTAGE



Verstappen won under some heavy pressure



Dutchman's sixth 2023 victory

By Matt James

Max Verstappen has strengthened his grip on the Formula 1 points table by taking his fifth win in six races in a hard-fought Canadian Grand Prix on Sunday.

The Red Bull driver came under attack from Ferrari's Carlos Sainz over the closing stages in Montreal but held on to cross the line just under one second ahead of the Italian machine.

Verstappen now has a 46-point lead in the table as team-mate Sergio Perez retired and Ferrari's Charles Leclerc fought from the back to finish fifth.

Lewis Hamilton took third for Mercedes and was delighted. He said: "I didn't expect this coming into the weekend. It's my second podium of the year. So this feels really special, especially where I got my first grand prix win."

Full report, page 4

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

REPORT

**MOFFETT
KEEPS UP
HIS STREAK**

Donegal victory for Hyundai driver, p17



MN POLL

**PICKING OUT
A TOYOTA
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We need your help to unearth firm's finest, p33



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COMMENT

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There seems to be no catching Red Bull at the moment as Max Verstappen won again

HITTING ALL THE RIGHT NOTES

While the Canadian Grand Prix might not have exploded into the drama that the wet qualifying session suggested it could have done, it was a shining example of how far Max Verstappen has come in his 150-race career.

And his rivals should fear the fact that even though the reigning World champion is only 24 years old, he is in his eighth season in the top-flight and there is plenty more to come. Take into account, Damon Hill was 36 when he claimed his World title.

What was evident in the race in Montreal was just how mature he has become and how comfortable he is leading a grand prix, even when he is under the most stern examination. One tiny slip on the Ile Notre Dame would have meant Carlos Sainz zoomed ahead in his Ferrari, but the Dutch master didn't err once.

While Ferrari seems hell bent on throwing away its chances, perhaps the biggest test for Vertsappen could have come from his team-mate Sergio Perez, only for a cruel mechanical failure to sideline the Monaco Grand Prix winner in Canada. Thus, Verstappen has an extremely healthy lead in the points.

In any other season, with the outcome of the contest seemingly a foregone conclusion, it might be a reason to switch off from Formula 1. However, the saving grace is that this is Max in the lead and he never lets up, no matter how great his advantage. He only really knows how to drive on the front foot and go on the attack, so that should mean that the rest of the campaign will still hold plenty of fireworks.

There were plenty of fireworks on the 50th anniversary Donegal Rally, which provided a highly dramatic showdown and left serial winner Josh Moffett with the silverware. You can read our full report on page 17.

The subject of our readers Q&A this week is the 1997 British Formula 3 champion Jonny Kane. He is a man who should, by rights, have graduated to the top echelon of either Formula 1 or IndyCar racing, but the chances never quite fell his way. Instead, he continued his career in sportscar and became one of the UK's most accomplished men at the art of long-distance driving. Best of all, the Comber driver has very much kept his feet on the ground as you can discover in his answers, which begin on page 20.

Also, don't forget to take part in our poll, backed by Motul, to uncover your favourite racing or rallying Toyota. Check out page 33 to discover how to take part.

Matt James

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MOTORSPORT NEWS

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READERS' Q&A: JONNY KANE GETS QUIZZED BY YOU!

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FORMULA 1 REPORT: CANADA

Photos: Motorsport Images, Red Bull Content Pool



The Dutchman consolidated his lead at the top of the points table

MAX SOAKS UP THE HEAT FOR CANADIAN VICTORY

Ferrari’s Carlos Sainz pushed hard, but Red Bull held on to glory. By **James Roberts**



Despite a valiant chase, Carlos Sainz came up just short

F1 RESULTS

Canadian Grand Prix Laps: 70 Distance: 189.692 miles			
Track: Circuit Gilles Villeneuve			
TEAM/CAR		TIME	
1	Max Verstappen	Red Bull	1h36m21.757s
2	Carlos Sainz	Ferrari	+0.993s
3	Lewis Hamilton	Mercedes	+7.006s
4	George Russell	Mercedes	+12.313s
5	Charles Leclerc	Ferrari	+15.168s
6	Esteban Ocon	Alpine-Renault	+23.890s
7	Valtteri Bottas	Alfa Romeo-Ferrari	+25.247s
8	Guanyu Zhou	Alfa Romeo-Ferrari	+26.952s
9	Fernando Alonso	Alpine-Renault	+29.945s
10	Lance Stroll	Aston Martin-Mercedes	+38.222s

11 Daniel Ricciardo (McLaren-Mercedes) +43.047s; 12 Sebastian Vettel (Aston Martin-Mercedes) +44.245s; 13 Alexander Albon (Williams-Mercedes) +44.893s; 14 Pierre Gasly (AlphaTauri) +45.183s; 15 Lando Norris (McLaren-Mercedes) +52.145s; 16 Nicholas Latifi (Williams-Mercedes) +59.978s; 17 Kevin Magnussen (Haas-Ferrari) +1m08.180s; 18 Yuki Tsunoda (AlphaTauri) -47 laps/accident; 19 Mick Schumacher (Haas-Ferrari) -18 laps/engine; 20 Sergio Perez (Red Bull) -7 laps/transmission. **Drivers' Championship:** 1 Verstappen 175pts; 2 Perez 129; 3 Leclerc 126; 4 Russell 111; 5 Sainz 102; 6 Hamilton 77. **Constructors' Championship:** 1 Red Bull 304pts; 2 Ferrari 228; 3 Mercedes 188; 4 McLaren-Mercedes 65; 5 Alpine-Renault 57; 6 Alfa Romeo-Ferrari 51.

After recent disappointments, this was a race in which Ferrari needed a dash of good luck. As the two scarlet machines lined up for the start of the Canadian Grand Prix, they found their grid markings had been painted red overnight.

Both Carlos Sainz (third) and Charles Leclerc – who was a lowly 19th, after a penalty for power unit changes – lined up next to a special tribute to home hero Gilles Villeneuve. In the 40th anniversary of the Ferrari legend’s death, they needed to channel the spirit of the driver who gives his name to the Montreal circuit and achieve something special in front of the many Ferrari fans in the capacity crowd.

Leclerc did a fine job of claiming fifth after starting on the back row, while Sainz did his very best to score his maiden grand prix victory. At the chequered flag he was less than a second behind race-winner Max Verstappen.

A late safety car meant the chase was on for the final 15 laps. The race had been neutralised after Japanese racer Yuki Tsunoda had crashed after emerging too quickly from the pitlane following his pitstop. As the stricken AlphaTauri was cleared away, Sainz decided to dive into the pits for fresh rubber. It meant he relinquished the lead back to Red Bull’s Verstappen (who had made his second pitstop eight laps earlier).

On lap 55 the race resumed and Sainz did a fine job of keeping the gap to Verstappen at under one second, so he could enjoy the advantage of DRS. By charging his battery and pushing Max on the back straight, he tried his best to keep the pressure on, but the leading Red Bull didn’t put a foot wrong and stayed ahead.

Verstappen’s 26th grand prix win takes him into the top 10 on the all-time F1 winners list, elevating him ahead of Jim Clark and Niki Lauda, and just one win away from equalling Jackie Stewart’s tally.

“It wasn’t comfortable at all after the safety car as the Ferrari could really attack the kerbs



Fernando Alonso was a star of qualifying but faded to ninth place

and stay close to Max,” said Red Bull team boss Christian Horner. “Plus the strategy wasn’t clear as we made an early stop under the virtual safety car, but Carlos got a free pitstop, so it was really close at the end.”

The VSC Horner was referring to came on lap eight when Verstappen’s team-mate Sergio Perez retired at the back of the circuit with a loss of drive after a suspected gearbox failure. It was a tough weekend for the Mexican, who leaves Montreal still second in the points standings, but could only manage 13th on the grid after hitting the wall in qualifying.

Saturday’s wet session resulted in a topsy-turvy grid for Sunday’s race. Verstappen was on pole, but arguably the star of the day was Fernando Alonso, who hauled his Alpine onto the front row.

But the Spaniard didn’t have the outright pace on Sunday and, combined with a small power unit issue plus a post-race penalty for weaving, it meant he fell to ninth at the flag, one place behind his team-mate Esteban Ocon.

The other remarkable performance on

Saturday was from the Haas team who equalled its best-ever qualifying result — locking out the third row. Unfortunately Mick Schumacher brought out the race’s second VSC when he retired with power unit issues on lap 20, while Kevin Magnussen was forced to pit early after being shown a black and orange flag. He’d broken his front wing endplate in an opening lap skirmish with Lewis Hamilton.

The British driver has always excelled at this track. After describing his Mercedes as undrivable following Friday practice, he managed to qualify fourth on the grid in the rainy session. And after seeing off Magnussen and Alonso in the opening laps, Hamilton kept the leaders (Verstappen and Sainz) in sight for most of the race. He was elated with his second podium of the year – one place ahead of his team-mate George Russell – to prove his mantra of never giving up.

It was perhaps significant that Mercedes’ top technical brain James Allison had flown to Montreal to help problem solve the issues with the W13. Despite the team’s difficult start to 2022, it would be unwise to rule it out as the season continues.

On the podium, Lewis clinked champagne bottles with Max. Outwardly everything looks good-natured between last year’s title protagonists. However it could ramp up as we head towards the next race at Silverstone – the site of the dramatic first-lap clash that ignited their title fight last year...



Leclerc battled from near the back to fifth position



Hamilton took a podium for Merc

RACING NEWS



Leclerc has his concern
LECLERC WARY ON
WHOLESALE CHANGE
TO F1 REGULATIONS

Ferrari star Charles Leclerc says that the FIA’s new guidelines on porpoising grand prix cars would negate all the work done by engineers.

The Monegasque driver, whose team has overcome many of the bouncing issues with its F1-75, said that he thought the Italian squad should not be penalised for the effort it has already put in. The 24-year-old said: “All of the work that we’ve done, [do we] just put it in the bin because obviously there’s maybe one team that is struggling more than others? I obviously understand that on Mercedes it’s very bad, but I also think that there are maybe fixes for this.”

Max Verstappen also spoke out against the plan to introduce new regulations to stop the phenomenon. The Red Bull Racing driver said: “I understand the safety part, but if you talk to every engineer, if you raise your car, you will have less issues.

“I don’t think it’s correct now [the FIA] have to intervene and start applying these kind of rules. If you can’t deal with the porpoising [then] you have to go up on rideheight.”

Merc racer George Russell said the new plans from the FIA to limit ‘vertical acceleration’ was merely a “sticking plaster” over the root cause of the problem.

French AlphaTauri racer Pierre Gasly said he thought any measures introduced would be a good thing to protect the drivers’ health. “You have no suspension. It just hits going through your spine,” he said. “Because I’m a driver and I always go for the fastest car. But I don’t think FIA should put us in a corner where you got to deal between health and performance.”

FIA STEPS IN TO STOP F1 CARS’
‘BOUNCING’ PHENOMENON

Porpoising machines to come under the spotlight from the governing body

Photos: Motorsport Images



Merc has suffered from bounding

By Matt James

Bosses of Formula 1’s governor the FIA have said they will tackle the porpoising issues of the current generation of ground-effect grand prix machines that has impacted on drivers’ health.

The revamped aerodynamic regulations have led to many chassis bouncing as they struggle to fully employ the airflow under the cars. Mercedes has been the most high-profile victim of this porpoising effect, while Ferrari and several others have also experienced the problem.

The FIA issued a statement ahead of the Canadian Grand Prix saying it would take measures to make sure that the cars were safer to drive.

The statement read: “Following the eighth round of this year’s FIA Formula One World Championship [the Azerbaijan Grand Prix in Baku], during which the phenomenon of aerodynamic oscillations

(‘porpoising’) of the new generation of F1 cars, and the effect of this during and after the race on the physical condition of the drivers was once again visible, the FIA, as the governing body of the sport, has decided that, in the interests of the safety, it is necessary to intervene to require that the teams make the necessary adjustments to reduce or to eliminate this phenomenon.

“The FIA has concerns in relation to the physical impact on the health of the drivers, a number of whom have reported back pain following recent events.”

The FIA will begin its investigations by monitoring the performance of each chassis before it introduces changes later this year. It is thought that the governing body’s technical boffins will offer guidance to teams over the amount of “vertical acceleration” permitted for each car. “The mathematical formula for this metric is still being analysed by the FIA, and teams have been invited to contribute to this process,” added the statement.

NEW EXTENSION FOR MELBOURNE
F1 RACE CONTRACT TO 2035

Bosses of the Albert Park circuit in Melbourne have struck a new deal with Formula 1 chiefs to keep the grand prix at the track until at least the 2035 season.

The venue had three years left on its current deal but has signed on for a further 10 seasons. The track, which was upgraded this year with some layout alterations, will continue to be developed. In a surprise move, the FIA Formula 2 and Formula 3 championships will also feature as part of the Australian Grand Prix weekend for the first time from 2023.

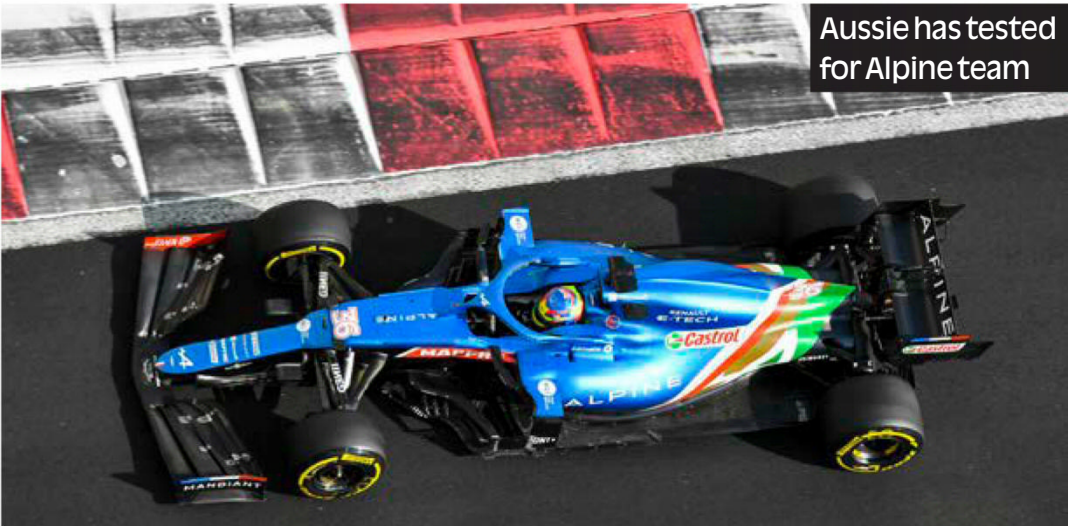
Moves were being made by Sydney to bid for a race, but the fresh deal appears to have secured the event’s future in Melbourne.

Formula 1 boss Stefano Domenicali said: “The race has always been a favourite for the fans, drivers and the teams. And Melbourne is an incredible and vibrant international city that is a perfect match for our sport.

“This year we saw huge crowds and passionate fans at the grand prix, and we are very excited by the future in Australia as our sport continues to grow.”



The Melbourne Grand Prix will remain on the schedule until ‘35



Aussie has tested for Alpine team

PIASTRI TIPPED FOR WILLIAMS F1 JOB

Alpine’s Formula 1 reserve driver Oscar Piastri is inching closer to a full-time drive in grand prix racing, and links to the Williams F1 team have resurfaced.

The Australian, a former British F4 Championship runner-up, has been linked to a drive with Williams as a replacement for Canadian Nicolas Latifi, although this has been denied by Williams bosses.

However, speaking ahead of last weekend’s Canadian Grand Prix, Alpine’s team principal Otmar Szafnauer

said that his 21-year-old driver would be placed with another team for 2023. Alpine has Esteban Ocon on a long-term deal and incumbent Fernando Alonso is tipped to remain with the French operation. Szafnauer said: “We don’t talk about the details of our contracts we have with the drivers, that is something we never do. As much as I’d like to tell you, I don’t think I can, but what I do say is yes, that’s the plan [for Piastri to race in F1].

“We’ll take our time and at the right moment we’ll have a look around and make those types of decisions.”



Return to Kyalami is on the cards

STAKEHOLDER MEETING BRINGS 2023 SOUTH AFRICAN GRAND PRIX CLOSER

Formula 1 chief executive Stefano Domenicali travelled to Kyalami in South Africa last week to further explore plans for grand prix racing to return to the venue in 2023.

The 2.8-mile circuit last hosted a Formula 1 race in 1993, but it has been

identified as a key venue for Liberty Media, the boss of grand prix racing. Although no announcement has been confirmed, it is thought that if the race is added, it will be in an April date.

With other venues due to be added, including a grand prix in Qatar and Las

Vegas, F1 bosses could be left by trying to squeeze 26 races into a scheduled which is only permitted to run to a 25-race maximum.

There has recently been uncertainty about the future of the Monaco and French Grands Prix, but there is also a

cloud hanging over the long-term prospects of the Belgian Grand Prix at Spa. Suggestions are that the facilities and the financial deal for the Spa-Francorchamps race mean it is becoming untenable and it could swap to only hosting a grand prix every two years.

RACING NEWS

Photos: Motorsport Images

LE MANS TEST DAY MOVED TO EASE COSTS AND ORGANISATION

The Le Mans 24 Hours test day will make a permanent move to the weekend before the big race following the success of running it in that slot over the last two seasons.

The test day was cancelled during the Covid pandemic and then rescheduled from two weeks before the race to the Sunday preceding the 24 hours in 2021.

Organisers say that rescheduling the two days of running to the weekend before the main event will help the teams, and also cut costs for officials and spectators.

ACO sporting director Vincent Beaumesnil told Autosport: “We think this format is better for everyone. It really works for the spectators, because they can book a week-long holiday and enjoy the whole programme, and it is good for all the marshals and officials, too.

“The teams have to spend less time in Le Mans, so it is a good from a cost point of view. With the quality of the cars today, we don’t feel it is necessary to have the test day two weeks before the 24 Hours.”

The date of next year’s Le Mans has been confirmed as June 10-11.

● WEC bosses have confirmed a new deal with the Bahrain International Circuit, which will continue to host the category through to the end of 2027. The Middle Eastern venue will host the final round of this season’s contest with an eight-hour race on November 12.



Pre-Le Mans test shifted



WRC star ‘bitten by Le Mans bug’



Ogier car got LMP2 top 10

OGIER DETERMINED TO RETURN AND CONQUER THE LE MANS 24 HOURS

Ogier won’t do rest of this WEC year but vows to build on Le Mans learning

By Matt James

World Rally Championship legend Sebastien Ogier says he has been “bitten by the bug” after his Le Mans debut this year and the Frenchman is eager to return to the endurance classic.

Ogier, an eight-time WRC winner, joined the Richard Mille team for the 24-hour race and finished ninth in the LMP2 class alongside Charles Milesi and Lilou Wadoux.

The 2022 Monte Carlo Rally runner-up Ogier was slapped with a 1m30s penalty midway through the race after an incident with another car entering the pits when he forced a rival off the road.

Ogier has said that he will not contest the remaining three rounds of the WEC, which take place at Monza in Italy before heading to Fuji in Japan in September before signing off at Bahrain in November.

“Even though it was announced differently, we were always clear with the

team that I would just do Le Mans and the two previous races to prepare for it,” said the 38-year-old. “I didn’t want to do the full championship.

“I had more of an interest in doing some more rallies, but adding five or six WEC races didn’t really fit with my desire to slow down. So there is a good chance [the season] ends [after Le Mans].”

Despite that, Ogier says he learned a lot from his Le Mans debut and was keeping an eye on the Toyota Hypercar programme. After having tested multiple

times with the Japanese firm, Ogier is hoping for promotion to the title-winning squad.

“In this first start [at Le Mans] I learned a lot and discovered many things,” said Ogier. “I’m also happy to have overcome many hurdles during these 24 hours. I’m sure I improved my pace, but also when it comes to traffic management and getting to know the track. If I come back I’m sure I can keep improving even faster while making other steps. I want only one thing, which is to come back.”

BOWYER SEEKS PRIVACY AFTER NASCAR STAR INVOLVED IN FATAL ROAD CRASH

Ex-NASCAR driver Clint Bowyer has been involved in a road collision where a woman was killed.

Bowyer was driving near Missouri Highway 242 in the region of Osage Beach when the incident occurred two weeks ago. According to a local police

report, Bowyer struck a 47-year-old woman walking on the ramp. He stopped his car and called 911, but the woman was ultimately pronounced dead at the scene.

The victim was identified as Mary Jane Simmons, of Camdenton, Missouri. According to the crash report, she was

believed to be under the influence of drugs at the time of the accident.

“Anyone that knows me, knows that family is everything to me,” said Bowyer in a statement. “My thoughts and prayers are with the family and loved ones of Ms Simmons. This is a

very difficult time for my family and I, please respect our privacy as we move forward.”

Bowyer, who took 10 wins in a 16-year NASCAR career, retired from top-flight racing and is now a broadcaster on the stock-block series.



Alpine boss hinted at WEC plans

ALPINE BOSS HINTS AT LMP2 THEN LMDH FUTURE FROM 2024

The Alpine World Endurance Championship team is likely to switch to the LMP2 division next season before progressing into the LMDh division with a brand-new machine in 2024.

The outfit is running its Alpine A480-Gibson in the top Hypercar class of the WEC this year under rules that allow grandfathered LMP1 machines. However the French firm was only given a one-year extension to run the car in 2022.

With its new Oreca-underpinned Hypercar not expected to be ready until

2024, the squad will instead look to LMP2 in ’23 to maintain the programme before making the step up.

The Alpine attack is operated by the Signatech team, and its boss Philippe Sinault said: “In 2023 we’ll be there, and we’ll compete for something, but not with this [LMP1] car and not in this category [Hypercar].

“To be clear, the plan is not yet determined, but it is quite easy to imagine. It’s not quite worked out yet, but our goal is to be there on the grid

and have things to celebrate.”

Alpine’s three-driver crew of Nicolas Lapierre, Matthieu Vaxiviere and Andre Negrão – which is currently leading the WEC and took glory at the Sebring 1000 Miles at the start of the season – are likely to remain on the driving strength.

Sinault added: “I’m lucky that it’s very easy to manage with these three [drivers],” he said. “Really, it’s a pleasure. That’s why I had been fighting to return with the same trio this year. Of course, my desire is to continue working with the three of them.”

RAST GETS BACK INTO WINNING DTM GROOVE

Audi took a clean sweep of victories in the third DTM meeting of the season at Imola last weekend, with champion Rene Rast taking his opening triumph of the season.

The three-time title winner Rast, who has returned to the series this year after a one-year sabbatical, fended off an opening corner attack from

fellow Audi driver Nico Muller to dominate the race in his Audi R8 while BMW driver Sheldon van der Linde managed eighth spot.

In the second race of the weekend, 22-year-old Swiss driver Ricardo Feller won. He dropped back early on with a wheel off the track, but profited from a late-race safety car to

pounce on leader Dev Gore and claim the victory. The podium was completed by Marco Wittmann’s BMW.

Gore’s second place finish meant he became the first American ever to finish on the podium in a DTM race.

Despite finishing in fifth spot in the second race of the weekend, van der Linde

maintained top spot in the standings in his Schubert Motorsport-run car ahead of Mirko Bortolotti, who had placed his GRT-tended Lamborghini Huracan on the podium in the opening race of the weekend.

The two next rounds of the championship take place at the Norisring on July 2-3.

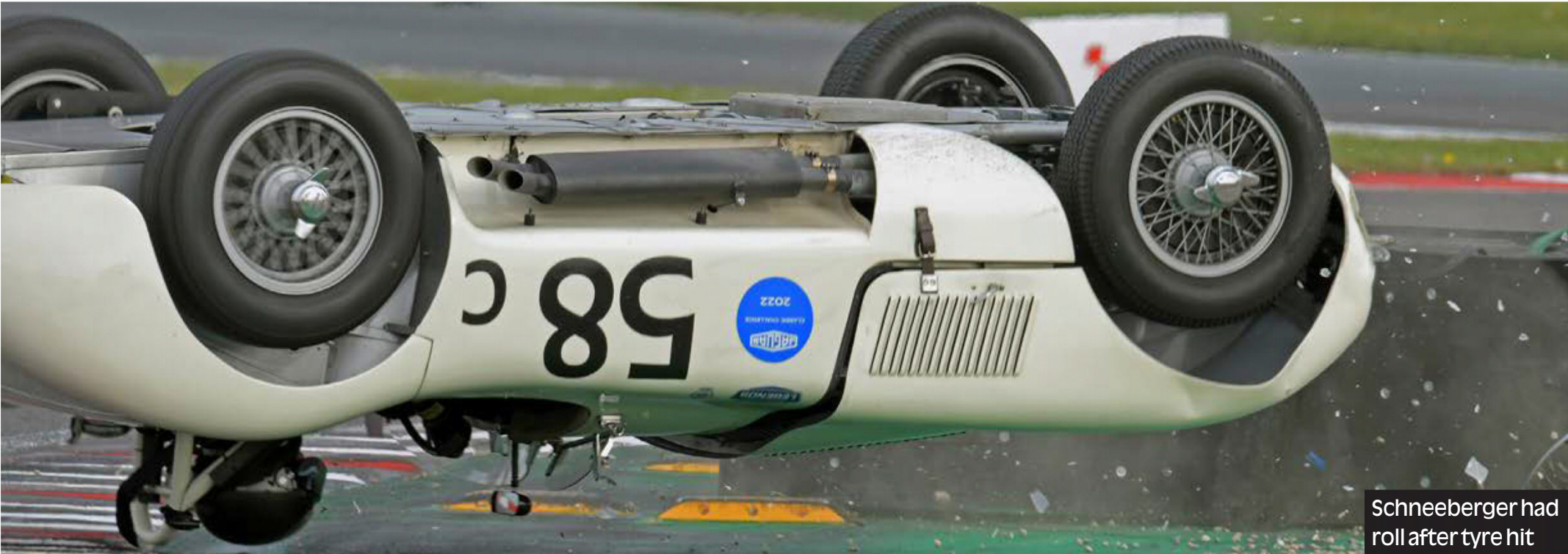


Rene Rast was untouchable in the weekend’s opening DTM race

PALMER DEFENDS USE OF TYRE BUNDLES

MSV chief explains why apex markers are best solution for enforcing track limits

Photos: Jakob Ebrey



By Graham Keilloh

MSV chief executive Jonathan Palmer has defended the use of tyre bundles on corner apexes after criticism of their use followed a number of Donington Park incidents this season.

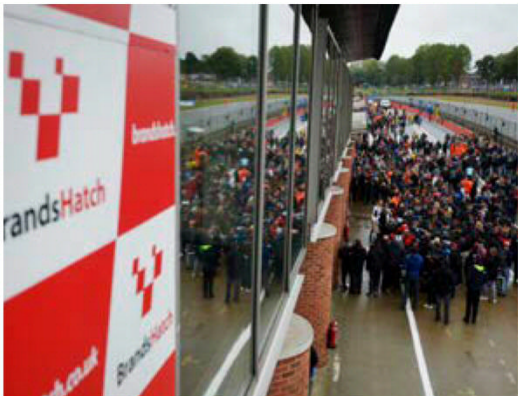
Tyre bundles have been placed on MSV-operated Donington’s national layout chicane apexes to enforce track limits. Several cars have hit the bundles and at MSVR’s Donington Historic Festival Hans Schneeberger’s Jaguar C-type flipped after bundle contact;

the driver was uninjured. One senior official told Motorsport News: “If a car was left stranded in the same position, we would have to use a safety car or a red flag to move it. But these heavy tyre bundles sit there all day.” Palmer told MN: “There is quite a bit of time to be gained by straight-lining a chicane. It’s cheating [and] it scatters stones, or earth and dust and stuff and you get ruts. Therefore you have to put in a deterrent. “We could put Armco or centre blocks across, but [that’s] less desirable than something that has

got give and won’t damage the car as much. That’s why with Motorsport UK’s approval we’ve come up with the idea of tyre stacks. “I put it to Duncan [Wiltshire, Motor Racing Legends chairman], ask [competitors] what they suggest in terms of stopping corner cutting, and I didn’t hear a reply back.” On the bundles’ suitability for historic racing, Palmer added: “Historic racing is as a big a culprit [as anyone for corner cutting]. Historic touring cars are notorious. They’re relatively softly sprung, they ride higher.”



Palmer: it is necessary to enforce limits



Brands fans to get bus option

BRANDS HATCH BUSES LAID ON

A dedicated shuttle bus service will be provided at four major Brands Hatch events this year to and from the local Swanley railway station ahead of an expanded 2023 service. The buses will run on the Sunday every half hour between 0800hrs and 2000hrs to a dedicated drop-off point outside the circuit’s main gate. The service will run for the track’s British Touring Car Championship finale on October 9 and the Trucks and Fireworks meeting on November 6, as well as at two British Superbike Championship rounds. Return tickets will cost £5 and under 13s can travel for free. Tickets can be purchased through each event’s official ticketing page at brands Hatch.co.uk. Brands Hatch circuit manager Mike Lally said: “We’re constantly trying to improve the Brands Hatch experience for all visitors and making it easier than ever to access the venue for major fixtures on public transport is part of that. This will allow us to reduce the number of private vehicles approaching and leaving the venue at peak times, and offers a quick, simple and affordable link to London’s public transport network and beyond.”

SMALLEY GETS BRITISH GP SUPERCUP SHOT

Porsche GB Junior and Carrera Cup GB racer Adam Smalley will make his debut appearance in the Formula 1-supporting Porsche Supercup at next month’s British Grand Prix.

Reigning Ginetta GT4 Supercup champion Smalley, 21, sits third in the Carrera Cup standings competing for Redline Racing, having won on his series debut at Donington.

A late opportunity arose for him to race at Silverstone’s F1 event with French outfit CLRT, and his car will be prepared by his Redline crew in close collaboration with CLRT.

The Lancastrian also will appear at this weekend’s Goodwood

Festival of Speed where he will aim to make the top-10 shootout in a 992-type Porsche 911 GT3 Cup car, plus drive a number of other classic and modern Porsche machines. Smalley said: “For me, the ultimate goal is to race in the Porsche Supercup and competing on a Formula 1 weekend is a dream come true. “We are very much jumping in the deep end, but it is the same car I race in Porsche Carrera Cup GB, and I’ve been to Silverstone before, so I think we can push for a solid result. “It will certainly be a good experience for next year when we expect to do a lot more Supercup events – calendar permitting.”



Porsche rising star gets “dream come true”

GILKES RACES IN F1 CANADIAN GP SUPPORT



Third time lucky: Gilkes got GP run

GB4 race-winner Megan Gilkes raced in the Formula 1 Canadian Grand Prix’s pair of Formula 1600 support races last weekend after three years of trying to take part. Canadian Gilkes planned to participate in 2020 and ’21 but both events were cancelled due to Covid. This time she raced with the Britain West team she won a F1600 Mosport race with last year. Gilkes told Motorsport News: “Third time’s a charm. It’s a grand prix and it’s my home grand prix, so to be able to compete at an F1 weekend has really been interesting to me ever since I first

started looking into what I was going to do after the W Series. “I tried to make sure this was on the little schedule for my Canadian racing campaign this year because such an iconic track, such an iconic event. I’ve got two other ones [Canadian outings] planned. One is a round of the Formula 1600 championship at Mosport, and the other will be hopefully the Three Rivers Grand Prix at Trois-Rivières which is quite a big race. “I’m trying to set myself up with a few high-profile events in F1600 this year to keep building my name in the racing world.”

FESTIVAL KEEPS EXPANDED FORMAT

This year’s Formula Ford Festival is to retain the extended format and entry capacity that was used in its landmark 50th running late last year. For last year’s event the organising British Racing and Sports Car Club, due to demand, increased the festival’s capacity to 108 cars and added a fourth heat race. There also was a pair of progression races, ensuring every Formula Ford driver gets the chance to compete in at least two races.

These continue for this year’s event. Entries for the event at Brands Hatch on October 22-23 are now open, with all Kent-engined Formula Ford chassis of any age and model eligible. The Festival will once again have full livestream coverage as well as a support programme including Fiestas, Fiesta Juniors and Modified Fords. The Brian Jones Memorial Trophy will also be up for grabs in the Historic Final for all Super Classic cars competing.



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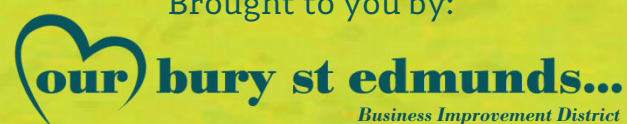


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RACING NEWS

OXFORD BROOKES JOINS STUDENT LINE-UP

A seventh team made its debut in the Student Motorsport Challenge last weekend at Anglesey with the OBU Student Challenge Team comprised of students from Oxford Brookes University.

It entered a rental Citroen C1 provided by championship parts supplier Essential Racing, with Paul Toolan driving.

The OBU team plan to enter selected rounds in 2022 ahead of building its own car for a full-season 2023 title assault in the CityCar Cup's inter-series, designed to give students real-world motorsport experience.

Team principal Hugh O'Donoghue said: "We came down to Snetterton for the previous rounds and we immediately knew that it would be a great thing for us to do."

"It's coincidence that we managed to [recently] find a driver and we put a team together to go racing this season. Hopefully we'll have the resources and the ability available to us to at least go racing for the rest of this season and build our own car for next season."



Student contest grows



Competitors for Team UK sought



Photos: Jakob Ebrey, Dickon Siddall

GTWCE champion Froggatt will represent country in the GT races

APPLICATIONS OPEN FOR FIA MOTORSPORT GAMES' TEAM UK

Formula 4 racers and karters among others are sought to represent their country this October

By Graham Keilloh

Applications are open now for competitors to represent the country in Team UK at the second FIA Motorsport Games this October as Motorsport UK confirmed the squad's first eight selections.

The national governing body is

seeking competitors for Formula 4, esports, Karting Endurance, Karting Slalom, Karting Sprint Jr and Sr, Rally4 and Touring Cars. Applications will close at 2359hrs on Friday, July 8 2022 and those interested can fill out the application form at: forms.gle/7vEQdXeA3sfG8txb7.

Around 80 National Sporting Authorities (ASNs) are expected to take

part in the Games, which this year are taking place in the south of France, and 17 diverse motorsport disciplines are represented with categories for grassroots up to elite competitors.

After 2021's Games were postponed due to Covid, Motorsport UK has carried over eight entrants into 2022's Team UK squad, including GT World Challenge Europe Pro-Am champion Chris Froggatt,

who will contest the GT races, and Oliver Mellors competing in Rally2.

Motorsport UK's CEO Hugh Chambers said: "The Games are a superb initiative, bringing together the international motorsport community for a celebration of the sport across a wide range of disciplines and skill sets. It's the perfect platform on which to showcase the best of British motorsport talent."



New Artura gets Goodwood run

LATEST McLAREN GT4 RACER TO MAKE GOODWOOD BOW

McLaren Automotive's latest customer racing GT4 car the Artura will make its global public debut at this weekend's Goodwood Festival of Speed ahead of its competitive debut next year.

Rob Bell, a McLaren factory driver and winner of last year's timed shootout final in the McLaren 720S GT3X, will drive the Artura GT4 on the famous Goodwood

hill at the June 23-26 event. McLaren Automotive's motorsport division will then continue the car's test and development programme ahead of its 2023 race debut.

The race car is based on McLaren's Artura road car and is designed to represent a significant step up on its outgoing multiple-championship-

winning 570S GT4. This includes being over 100kg lighter, more use of bespoke motorsport components and having a lighter and more fuel-efficient V6 engine.

McLaren Automotive director of motorsport Ian Morgan said: "The Artura GT4 is the second race car to be built from the ground-up by McLaren Automotive's Motorsport division.

"With lighter weight, extremely precise handling characteristics and enhanced durability – as well as the packaging and efficiency advantages and all-round serviceability for mechanics of the new V6 powertrain – the Artura GT4 will set new class standards, as we are already seeing from our extensive test and development programme."

MG TROPHY LOOKS FOR MG3 GROWTH

Colin Robertson is hoping he will blaze a trail by racing and developing the modern MG3 in the MG ZR-dominated MG Trophy championship.

Series stalwart Robertson at Silverstone's recent MG Live gave his MG3 its first MG Trophy run-out since 2019, twice finishing sixth. Robertson developed the MG3 using MG ZR 190 running gear plus bespoke suspension, focusing on low cost.

MG ZR production ceased in 2005, so racing the MG3 will boost MG Trophy's car availability, though its competitiveness has been hamstrung by its additional 100kg weight.

Robertson told Motorsport News: "That's what they're [series bosses] looking for: to see if I can get any more people onboard to start developing their own car and between us we come up with a standard that's easy to do and convert, and hopefully we'll see more of them out there."



Robertson hopes for more MG3s

"At the garage with the car we've had quite a number of people out looking at it."

"We're doing our best to make it go quicker and quicker, we got three seconds quicker more or less, or 2.5, from qualifying to the last race [at Silverstone], so I'll just need to carry on developing it."

Series bosses are also considering turbocharging to aid MG3 pace.

KIRKPATRICK BACK IN MG TROPHY

Reigning MG Trophy champion Sam Kirkpatrick will return to the championship for next month's Donington Park round though his historic MGB car remains his focus.

The 21-year-old has concentrated on MGB competition this season, and won the MGB60 anniversary race recently, though also competed in MG Trophy's Brands Hatch 2022 season opener in his modern MG ZR 190, winning twice.

He told Motorsport News: "We're going to do Donington in the ZR as well as this [the MGB], it's the Super Sprint for these at Donington. Then I'm doing Snetterton [in the MGB] with my dad, a two-driver race in the [Equipe] Libre, and I'm doing the Equipe on the Saturday."

"I've given the ZR a back seat now, I much prefer the MGB. I'll do the



Reigning champion Kirkpatrick will make one-off appearance

odd occasional ZR race, picking and choosing tracks I like and meetings that fit well."

Kirkpatrick at Donington's MG Trophy event will therefore race against Jason Burgess, father of Kirkpatrick's 2021 title rival Fred.

MG Trophy 2018 championship runner-up Jason returned this year in the family's ZR 190 and has won the last four races.

Jason told MN: "That'll be a good test for me and the car because Sam's quick. We're up for the challenge."

RALLY NEWS

MEEKE LINKED TO ALL-NEW SKODA FABIA DEBUT IN ERC

Czech round of the European championship set to mark Fabia RS Rally2's first appearance

Photos: mcklein-imagedatabase.com

Meeke might get Fabia run



By Graham Lister

Czech manufacturer Skoda is set to use its home round of the European championship to unleash its all-new Rally2 challenger – and Kris Meeke could be in the frame for a drive.

Northern Irishman Meeke, 42, performed a key role in the development of the Fabia RS Rally2, which is based on the fourth-generation Fabia road car and replaces the existing Fabia Rally2 Evo currently being used by drivers such as Chris Ingram and Andreas Mikkelsen in WRC2.

According to a Motorsport News's source in Czech Republic, the ERC-counting Barum Czech Rally Zlin from August 26-28 has been earmarked for the Fabia RS Rally2's competitive debut following its planned homologation next month.

The source also confirmed a "driver with WRC experience will be used

for the rally". While long-term Skoda pilot and nine-time Zlin winner Jan Kopecky has competed at World level extensively, Meeke is understood to be on list of potential candidates, although his last appearance on Zlin was back in 2010 when he drove a Peugeot UK-backed 207 S2000 to fourth overall.

When asked earlier this year about the prospect of competing in Skoda's latest offering, Meeke told MN: "I still love driving cars, that's always what I've done. I've loved to be away from the spotlight [testing], working with the engineers. I've really enjoyed my work with [Skoda], they're a top-class team, but I've no idea if it's going to lead to anything or not. We've not had the discussions yet."

Kopecky, who is currently chasing a ninth Czech title, is no stranger to giving new Fabias their first public airing, however. Back in 2014 he drove

what became the Fabia R5 as a course car on Barum Czech Rally Zlin.

Whoever is chosen would drive for a satellite operation following Skoda's decision to close its factory team two years ago and focus instead on new car development and its customer division.

Meanwhile, and according to Skoda, the Fabia RS Rally2 benefits from a new 1.6-litre turbocharged engine plus improved "handling, powertrain and electronics".

It underwent a year-long testing programme on gravel, Tarmac and snow with running in Belgium, Croatia, Czech Republic, France, Germany, Italy and Spain plus in winter conditions in northern Finland.

Skoda motorsport chief Michal Hrabanek said: "We applied the experience we gained from the predecessor and optimised every detail. The aim was to improve the most successful rally car in the world."

PREVIOUS SAFARI MILEAGE CRUCIAL FOR SOLBERG

Oliver Solberg will make his fourth start in Hyundai's i20 N Rally1 on this week's Safari Rally with the recce for last year's event very much on his mind.

Although approximately one third of this year's route differs from the Safari's 2021 WRC comeback edition, after failing to get beyond the fifth stage in Kenya last season, the 20-year-old reckons knowledge gained from the recce of 12 months ago will be crucial. "It's great to be back in a Rally1 car," said Solberg, who is co-driven by Brit Elliott Edmondson. "It will be my first time in the car on gravel of course and that will be very exciting, but a big challenge for sure. Last year was

definitely tough because we had a suspension failure very early on [in a Hyundai i20 Coupe WRC]. But it was a beautiful place to be and I did the recce, which is important for this year."

Solberg's father Petter made his Safari debut in 1999 driving a Ford Focus alongside Northern Irish co-driver Fred Gallagher, two years before Solberg Jr was born.

"It's one of the coolest rallies on the calendar, it's got so much history, so many rough stages and my Dad has done the rally so it's really nice to be doing the same tough event as he has done. I also love all the different animals you see so it's really fantastic."

Solberg will partner Thierry Neuville and Ott Tanak in the factory Hyundai squad, which has been boosted by Tanak's success on the previous round in Sardinia, the first victory for the i20 N Rally1.

"The performance is looking better and better, we have taken some good steps and there is a lot of potential in the car," Solberg said. "We know we still have a lot of work to do, especially with the reliability, but we are getting closer to where we have to be and it's great to come to Kenya after the fantastic victory in Sardinia. The car looked really good in the rough sections so hopefully it will also work well on the Safari."



Oliver Solberg is keen to build on the experience he gained in Kenya 2021

OGIER: GIVING UP ON THE SAFARI NOT PART OF THE RALLY PLAN

Giving up is never an option on the Safari Rally, venue of the sixth round of the WRC from today (Thursday) to Sunday.

That's the view of World champion Sebastien Ogier, who won the event last year when it returned to the championship after almost two decades away.

Ogier is making one of his selected starts for the works Toyota squad in this season's WRC following his decision to go part time for 2022.

He said: "Nearly everybody had an issue [last year] and we came back from over two minutes down to win so it's definitely a rally where you never give up.

This year with the cars still being so new, we might have to be even more clever than before."

Ogier will renew his long-standing rivalry with fellow Frenchman Sebastien Loeb in Kenya. Loeb is making his third start in M-Sport's Ford Puma Rally1 having given the hybrid-powered car a debut victory on January's Monte Carlo Rally.

While Ogier can count on experience gained on the 2021 Safari, Loeb's one and only Safari start came back in 2002 when he finished fifth for Citroen, four places behind Colin McRae, whose victory was his third on the event.



Ogier won Safari last year

EVANS BANKING ON GOOD YARIS FEELING

Welshman Elfyn Evans hopes his "good feeling" on gravel in Toyota's Yaris Rally1 will boost his chances of a first 2022 victory when he makes his second Safari start this week.

The WRC runner-up for the past two seasons has endured a tough start to his current campaign although a podium in Portugal has given him and Cumbrian co-driver Scott Martin hope ahead of the African round. "I've had a good feeling with the Yaris on gravel so far and the speed has been there," said Evans, 33. "Safari requires something slightly different in terms of set-up but hopefully that positive feeling will still carry forward."



Welshman is pleased with Yaris feel on gravel

He urged caution, however, adding: "Even though we have experience from last year, it's always difficult to know exactly what we're going to face on an event like the Safari. There's always an element of the unknown, and we saw last year that the conditions can change

massively from one area to the next.

"Some sections can be soft sand, some parts are more hard-packed, and in other places it's very rough. It's a big challenge for the drivers, the cars and the engineers."

Evans is sixth in the WRC standings.



Photos: HarrietWorth, MartinWalsh, Ben Lawrence, Jakob Ebrey

Moffatt has had a successful year

MOFFETT NOT BOTHERED OVER IRISH CHAMPIONSHIP RECORD

Hyundai man insists he is not looking too far ahead in the title chase

By Jason Craig

Josh Moffett insists the prospect of him becoming the first driver to make it a clean sweep of victories in the Irish National Rally Championship this season is not one that is on his radar.

On the recent Circuit of Munster Rally, Moffett extended his victory count in the series to five, giving rise to the prospect the Hyundai i20 R5 driver could go the entire campaign unbeaten.

Moffett’s lead over Robert Barrable and Darren Gass, who are currently tied for second, stands at 35 points with the Tipperary Stonethrowers, Galway Summer and Donegal Harvest rallies left.

If successful next time out in Tipperary on July 17, Moffett would become only the third person to win the opening six events, a feat only achieved by his brother Sam in 2017 and Donie Keating back in 1981. However, no-one has managed seven-

straight victories or a full house of wins in the same calendar year.

“We have definitely had a great season so far. All in all, the championship has gone well for us,” said Moffett, the reigning champion. “Despite the success, I haven’t been looking too far ahead. I have been taking each event as it comes.

“I just want to win all the rallies. That’s the goal every weekend there is a rally on and if I win six or seven or eight in a row then that is a bonus, but

that’s all it is. I don’t think too much about records.”

Despite having to contend with some fresher machinery, including the Citroen C3 Rally2 driven by Gass and Barrable’s Ford Fiesta Rally2, Moffett’s approach to each round has remained the same.

“I seem to get a jump on my rivals in the morning, and I guess that boils down to having confidence in my notes because I’m doing more rallies,” he said.

SCOTTISH AND ASPHALT COME TOGETHER IN ARGYLL

Contenders in the Scottish Rally Championship and the Asphalt Rally Championship will come together on this weekend’s Argyll Rally.

The closed-road rally, based in Dunoon in the west of Scotland, features a capacity 140-car entry and will start with a town-centre special stage in Dunoon on Friday evening. In all, the event will cover 62 competitive miles.

For round three of the Asphalt championship, the top-two scorers are absent as BRC contenders Ruari Bell and James Williams skip the event. That leaves the way open for Mark Kelly, Neil Roskell and David Henderson in Ford Fiesta R5s as well as Steve Wood (Fiesta WRC), Steve Simpson (Fiesta Rally2) and John Stone (VW Polo R5) to head the way, although Simpson was on the reserve list when MN went to print.

The Scottish series reaches round four and its second and final asphalt event of the year. The leading contenders are David Bogie (Mini WRC), Michael Binnie (Lancer E9) and Jock Armstrong (Subaru Impreza).



Neil Roskell will tackle Dunoon miles

CHRISTIAN PUTS FAITH IN NEW CAR FOR GREYSTOKE STAGES

Mini Rally Challenge frontrunner Christian Brown has confirmed that he will have a new car ready in time for the championship’s next round, the Greystoke Stages on July 3, after his previous car was wrecked in a heavy roll on the Plains Rally.

Brown is in his first season of rallying and was making his gravel debut but crashed on a downhill section of Llangower, fortunately without injury either to him or co-driver Harriet Worth. An initial check over indicated that the car was repairable. However, further inspection at WB Motorsport revealed more serious damage.

Brown explained: “There was a lot of damage found once the recovery crew got the car upright. The bodyshell is beyond repair. The



Mini needs repairs

engine was fine, even though it ran while we were upside down. It is being fitted into a new shell.”

The former kart racer has scored consistently this year and took his first maximum points score at Leconfield in early May. There, he overcame a 58-second deficit in the final test to win by three seconds. However, the non-finish has dropped him to 12th in the driver standings.

LLOYD’S PEUGEOT SHOULD BE READY FOR NICKY GRIST STAGES

Junior BRC contender Ioan Lloyd is confident he will be able to start next month’s Nicky Grist Stages following “quite a big” accident on the first stage of the Jim Clark Rally.

He said: “We came over a one left over crest and it jumped, it’s all a bit of a blur but as I landed it then got out of shape and we then rolled quite a few times. But it happens. We had a really good feeling in shakedown, so I’m gutted more than anything.”

Lloyd needs to reshell his Peugeot 208 Rally4, which could take some time, but said: “I’m quite confident I

can make the Nicky Grist. As soon as we can get a shell and get it painted we’ll be flat out then, burning the midnight oil. I can already see it!

“We’ve got a very good team behind us and to be fair R&R in Ireland they’re brilliant, so if anyone can do it those boys will get us sorted.

“I’m looking forward to getting back on gravel now where we’ve got a little bit more experience,” he added. “It’s about as home as we can get to where we live in the middle of nowhere so it’s probably the best one to bounce back on.”



A roll on the Jim Clark Rally means a new bodyshell for LLOYD

SCOTTISH SINGLE-VENUE SERIES IS AN IMMEDIATE SUCCESS

With two rounds of the six rounds left to run Des Campbell currently leads the new-for-2022 Scottish Single Venue Rally Championship.

The SSVRC is aimed at the more budget-conscious competitor as an entry level championship. Co-ordinator Bill Creevy explained:

“We had been thinking about this even before Covid interrupted our plans. With the Scottish Tarmac Championship now including events like the Mull, Reivers and Argyll closed-road rallies a number of us felt there was a place for a purely single-venue series to try and control costs.”

Promoted by Glenrothes Motor Sport Club, the registration fee is only £10 with the six-round series spread across the central belt of Scotland.

“We were hoping for around 30 entries,” said Creevy, “but we’ve actually got over 60 competitors

registered for this first year.”

The competitor response has encouraged the organisers to look at including other events further north in Highland Region and south towards Galloway, although such decisions will be made only after consultation with competitors.



Campbell has been the form man in SSVRC

RALLY NEWS

RALLYING RETURNS TO THE ISLE OF WIGHT

After a gap of more than 30 years, stage rallying will return to the Isle of Wight on Sunday, August 21, with the Jon Dyer Memorial Island Stages.

The Isle of Wight Car Club will run a six-stage, 32-mile rally based on grass and gravel tracks through woodland at Palmers Farm, Wootton. The stages have never been used before but will echo the type of stages used on the Island Stages through until the mid-1980s.

“Although not a forestry event, it should prove challenging and gives the opportunity to drive stages which have never been driven before,” said an event statement. “The rally will held in memory of Jon Dyer, a long-time member of the organising club who passed away recently. We are aiming to recreate the clubman spirit of the original Island Stages rally which ran from the 1960s through to the late 1980s.”

It is a non-spectator event. However, part of the route will be visible from within the service area for crews and guests. The organisers hope to run spectator-friendly stages in future years.

HONEYBORNE TAKES BMW ROUTE ONTO GRAVEL

Rallying returnee delighted with his car improvements and its reliability

By Paul Lawrence

BMW 328 driver Matthew Honeyborne was elated to finish the Plains Rally last month, which was his third attempt to get the car to the end of an event this season.

Honeyborne has been rallying on and off for nearly 20 years, first on road rallies and more recently in stage rallies with a Ford Escort Mk2.

After a six-year break due to a young family, he returned to rallying late last year, having decided that the BMW would be a cheaper car to run than a full house BDG-engined Escort.

“It’s a standard BMW with a 2.8-litre six-cylinder engine and the idea is that it

will be some cheap rallying,” said Wrexham-based Honeyborne. “It is getting better and better and we’ve done a lot of work to the diff and suspension. We hoped to be competitive in the class in the Welsh championship,” he added. However, there was a non-finish on the season-opening Rally North Wales following cooling problems on the way to the first stage. Then, on the Rallynuts Stages, rear suspension failure in Hafren put them out.

“We’ll have a go for the championship class again next year. But I’ve got to miss the Nicky Grist in July because of a knee operation. So we’ll be back out for the last three events,” said Honeyborne who is co-driven by James Curtis.



Photos: Ben Lawrence

Honeyborne is pleased with BMW

HRCR EAST ANGLIAN CLASSIC BY BRIAN GOFF

JUNE 18

Photos: Andy Manston



Willan and Frost on top again

WILLAN AND FROST HIT THE HEIGHTS AGAIN ON HRCR EAST ANGLIAN TESTS

Dan Willan and Niall Frost took their Volvo PV544 to victory in the lanes of East Anglia with Matt Abrey and Ian Canavan second in their Mini.

The winners didn’t have it easy, though, as they were pushed all the way by Leigh Powley and Brian Goff in their Toyota Corolla. Three seconds separated both crews going into the final regularity but a puncture six miles from the finish ended Powley’s challenge.

Five regularities and 10 tests faced crews as they left the start in Bury St Edmunds on Saturday morning.

The first test at Great Barton was cleaned by most and this led into the first regularity East of Thetford.

Powley/Goff took the lead with only 3s dropped with Willan/Frost close behind. On test two, local crew Owen Turner/Amy Henchoz took joint-fastest time with Willan/Frost.

On a long regularity north of Diss, Powley/Goff claimed the lowest score. Results were quickly posted at lunch with Willan/Frost in the lead from Powley/Goff and Turner/Henchoz in third place.

The afternoon session commenced with

another long regularity. Harvey Steele/Martin Pitt had the lowest penalties in their Volvo 144 closely followed by Willan and Powley. Three tests through the fields of were enjoyed by all competitors. Powley/Goff were quickest on the Wretham Park test followed by Willan and Abrey.

All that remained were two regularities, the first running South of Thetford where Paul Hernaman/Ian Tullie had the lowest score in their Porsche 911 followed by Powley/Goff and Dave Leadbetter/Cath Woodman in their BMW 2002.

The final reg was a plot-n-bash affair.

Gavin Rogers/Suze Endean recorded the lowest score in their Reliant Scimitar followed by Willan. Powley/Goff suffered a puncture which dropped them out of contention.

Results
Organiser: Chelmsford Motor Club **When:** June 18 **Where:** Bury St Edmunds **Starters:** 48.
1 Dan Willan/Niall Frost (Volvo PV544) 22m58s; 2 Matt Abrey/Ian Canavan (Mini) 23m15s; 3 Owen Turner/Amy Henchoz (Mitsubishi Lancer) 23m28s; 4 James Griffiths/James Howell (Mini) 23m30s; 5 Harvey Steel/Martin Pitt (Volvo 144) 23m35s; 6 Gavin Rogers/Suze Endean (Reliant Scimitar) 23m44s; 7 Dan Darkin/Nick Darkin (Mazda MX-5) 23m46s; 8 Dave Leadbetter/Cath Woodman (BMW 2002) 24m12s; 9 Paul Hernaman/Ian Tullie (Porsche 911) 24m26s; 10 Tim Tordoff/Ian Frazer (Peugeot 205) 25m13s. **Class winner:** Expert: Les Andrew/Nick Middleton (Peugeot 104).

JOHN OVEREND STAGES: BY PETER SCHERER

JUNE 19

FIESTA BATTLER TAYLOR TAKES A CLEAN SWEEP AT MELBOURNE

Fastest time on every stage secured a comfortable 1m19s victory at Melbourne for Darrell Taylor and Dylan Thomas in their Ford Fiesta R5.

Although David Longfellow/Ian Clapham (Mitsubishi Lancer E9) was second throughout, they had to overcome a strong mid-rally challenge from Craig/Steve Renshaw (Subaru Impreza).

After four stages Renshaw was only one second down and his duel continued with Longfellow just holding on by 2s.

Nigel and Edward Keen had started strongly in their Escort,

leading Class 4 and lying fourth overall, until problems on stage four put them out of contention.

Having been down in ninth on the opening stage, Mick Pickles and James Crosland were flying in their Peugeot 205. From 1s off Kevin Franks/Craig Walley (Ford Escort Mk2) after two stages to complete the top six, Pickles was fourth a stage later and retained his overall position for the rest of the day to seal a class win.

William Pollock/John Marshall (Ford Escort) took Franks for fifth on the final stage and were comfortable

Class 5 victors, while Franks held onto sixth overall and second in Class 4.

Both Dave Holbrook/Ann Forster (Mitsubishi) and Darren Nugent/Helen Hall (Ford Escort) were expected to feature but both retired on the first stage with engine and differential failures, respectively.

Chris and James Greenall (Vauxhall Nova) had been comfortably heading Class 2 and were sixth overall until stage five when they holed their gearbox.

In the Junior Rally the order remained unchanged all day with David Burden/Peter Williams

(Citroen C1 taking) victory over Max Speed/Alan Gilbert (Peugeot 107) by 56s with Charlie Mathewson/Ian Bass (Peugeot) 107 third.

Results
Organiser: North Humberside MC **When:** June 19 **Where:** Melbourne Nr York Championships: ANWCC Stage; F1000; Melbourne Challenge; F1000 Junior **Starters:** 41 **Stages:** 6.
1 Darrell Taylor/Dylan Thomas (Ford Fiesta R5) 50m46s; 2 David Longfellow/Ian Clapham (Mitsubishi Lancer E9) +1m19s; 3 Craig Renshaw/Steve Renshaw (Subaru Impreza); 4 Mick Pickles/James Crosland (Peugeot 205 GTi); 5 William Pollock/John Marshall (Ford Escort Mk2); 6 Kevin Franks/Craig Walley (Ford Escort Mk2); 7 Nick Taylor/Ross Hammond (Peugeot 205 GTi); 8 Rob Watson/Josh Watson (Ford Escort); 9 Matthew Sample/Rachel Sample (Mitsubishi Colt); 10 William Mellard/Kieran Bourne (Subaru Impreza). **Class winners:** Rob Barnett/Andy Napier (Citroen C1); Bruce Lindsay/Ella Tyson (Ford Fiesta S1400); Liam Clark/Ben Wild (Ford Fiesta); Pickles/Crosland; Pollock/Marshall; David Burden/Peter Williams (Citroen C1).



Photos: Kevin Money

Darrell Taylor was in command throughout



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SPORTING SCENE NEWS

BRISCA F2 ROUND-UP

Moodie is a man of the people

The second People's Trophy event, celebrating 60 years of BriSCA Formula 2, was won by Gordon Moodie on the shale surface at King's Lynn.

Having held off through the qualifying heats and consolations, rain fell before and during the final, making for difficult conditions on the loose surface.

Winning his heat put Moodie at the front of the superstar grade and he made strong early progress before taking the lead from Greg McKenzie after a caution period.

Following more yellow flags, regular shale pacesetter Dave Polley tangled with Tony Blackburn while challenging for second, which delayed Charlie Guinchard – making his debut with a new car – and allowed Moodie to break clear.

The experienced Scot Moodie appeared to revel in the conditions and went on to take a comfortable win from teenagers Jack Witts and Charley Tomblin. Witts recovered well from losing a lap early on, assisted by a wave around under caution to unlap himself.

Ben Lockwood, who was set for an additional bonus if he could repeat his success in the sealed-surface edition of the People's Trophy a fortnight earlier, could only manage eighth.

In the weekend's other meeting, Liam Rennie claimed a treble among a small field in northern Scotland.

Mark Paulson

Results
Organiser: Trackstar **When:** June 18
Where: Adrian Flux Arena, King's Lynn
Starters: 54
1 Gordon Moodie; 2 Jack Witts; 3 Charley Tomblin; 4 Pat Issitt; 5 Charlie Guinchard; 6 Kyle Taylor; 7 Lee Dimmick; 8 Ben Lockwood; 9 Tony Blackburn; 10 Michael Wallbank.

Organiser: Crimond Raceway **When:** June 19
Where: Crimond Raceway **Starters:** 11
1 Liam Rennie; 2 Robbie Dawson; 3 Ryan Farquhar; 4 Graeme Leckie; 5 Peter Watt; 6 Colin Stewart; 7 Josh Walton; 8 Laura Dawson; 9 Brian Hogg; 10 Peter Davidson.



Moodie won on shale

MOTORSPORT UK LAUNCHES STREETCAR FOR EVERYDAY ROAD CAR COMPETITION

Governing body seeks to bring down barriers with accessible low-cost initiative

Photos: Ant Jenkins, Colin Casserley, World RX, Tom Banks

By Graham Keilloh

Motorsport UK has launched StreetCar to boost motorsport participation access in this country by letting people compete in their everyday unmodified road car in grassroots contests.

Twelve low-cost disciplines are available via StreetCar for new and existing motorsport participants, and can be participated in with a standard unmodified road car without special safety kit and with only a free Motorsport UK RS Clubman licence.

The 12 disciplines fall into three groups – Autotest, Trials & Cross Country and Rally – and in full are autotest, autosolo and production car autotest; trials and untimed cross-country events; and rally including touring assemblies, treasure hunts, navigational scatter, navigational rally, road and historic rally, 12 car rally and Targa rally.

Chief executive officer of national governing body Motorsport UK Hugh Chambers said: “StreetCar is motorsport’s best kept secret. The 12 disciplines are affordable, can be enjoyed in



Cars can tackle many disciplines

any legal road-going car, and there are events held across the UK throughout the year.

“Our StreetCar campaign will help bring these events and our community to life, showcasing their vibrancy whilst providing a framework for our clubs to attract new audiences, increase participation and deliver new club members.

“From the buzz of an autosolo, to the uphill challenge in trials and the exploration of a navigational rally, there is something for everyone in StreetCar.”

Eight motorsport clubs so far have StreetCar status and it is planned that up to 50 clubs will be active in StreetCar by the end of the year.



Chambers (l) says StreetCar is one of motorsport's best secrets



O'Donovan will tackle the RX2e cars in Swedish round

O'DONOVAN AND MUNNINGS FOR RX2e OUTINGS

Extreme E racer Catie Munnings and British Rallycross Championship leader Patrick O'Donovan will compete in the opening round of the single-specification FIA RX2e series.

They will take part in the category that supports the World Rallycross Championship next week in Sweden.

Andretti United Extreme E driver Munnings will make her debut in the series, having previously contested selected rallycross events in different categories, while O'Donovan will return to the category for a second full campaign, having claimed a debut podium in Spain last year and finished fourth in

the overall standings. “This is something new – I’ve been racing with electric technology in Extreme E, but nothing like this,” said Munnings, who tested in Spain recently. “I was so surprised by the speed and torque when you first accelerate. I don’t have big expectations. I’m here to develop and to progress.”

BRITS LINE UP FOR FIA MOTORSPORT GAMES

BTRDA Clubmans Rallycross Championship Junior class leader Corey Padgett and British Rallycross champion Dan Rooke will represent the UK in the FIA Motorsport Games Crosscar competition this year.

The 2016 British RX title winner Rooke, who hasn’t raced regularly in rallycross since contesting a full programme in the RX2 support category to the World

Rallycross Championship in 2017, will enter the Senior division in the event set to be held at the Veynois Autocross venue near Gap in France.

Padgett races in the single-make Suzuki Swift Junior RX category within the British Rallycross Championship 5 Nations Trophy and BTRDA series, and will compete in the Junior Crosscar event.

“This is absolutely huge for me. It all started with a lad and



Padgett (r) for FIA Games

his dad and some dreams and I can’t believe I’m participating in the Motorsport Games in France,” said Padgett, son of UK rallycross stalwart Phil Chicken.

HEATHCOTE AIMS FOR MORE RALLYCROSS RUNS IN 2022

British Rallycross champion Nathan Heathcote is eyeing further outings in the discipline following a return at Lydden Hill last weekend.

The 2017 British RX title-winner drove circuit owner Pat Doran’s Ford RS200 in the Group B demonstration races as part of the Nitro Rallycross weekend at the Kent venue, his first experience of Group B machinery, and is keen for further appearances.

“It was an unreal experience, that is probably the best car I’ve ever driven,” Heathcote told MN. “It’s been so nice to come back to rallycross and drive.

“I’m doing a bit of historic racing, but it’s this has definitely whet my appetite to do more rallycross, I’d like to have a look and see if I can pencil anything else in this year or have a look next year and see what we can do.”

BRISCA F1: IPSWICH BY COLIN CASSERLEY

JUNE 18

TRAVES LAPS UP FOXHALL HONOURS ONCE MORE AS FINNIKIN STARS

Simon Traves must like Ipswich: he won the final on his debut at the track in 2021 and he backed that on his second appearance at the track by winning the final on Saturday night.

Dan Hughes took the lead at the drop of the green flag and held on for a few laps until Courtney Finnikin nudged him wide to take over. Further back, several incidents slowed the chasing pack but, as the race neared the halfway point, Traves had moved into

second with Liam Gilbank in third.

As the five-laps-to-go board came out, Traves closed in on Finnikin. He used the bumper in an effort to gain the lead, but Finnikin held her ground, the following lap Traves tried again, but once again he failed to move Finnikin wide.

It was third time lucky for Traves as he nudged Finnikin wide enough to take the lead with two laps to go, at the same time Gilbank muscled his way into second place. On the

slow-down lap Traves inside rear tyre went flat and he limped his car into victory lane.

The winner explained: “I felt the tyre starting to go down around halfway, I backed off a bit hoping to save it. With five laps to go I thought I had better get going. I could hear the rim on the track at the end, lucky it held on long enough.”

Finnikin was delighted with her third place in only her third F1 meeting. She said: “With five to go

I thought I might win it, but I got over excited and jumped the kerb a few times and gave it away really. I thought he might wait until the last bend to move me wide, but after he passed me, I tried to get straight back in him, I should have waited but got too eager.”

Results
Organiser: Spedeworth, BriSCA F1 **When:** June 18
Where: Foxhall Heath, Ipswich **Starters:** 38
1 Simon Traves; 2 Liam Gilbank; 3 Courtney Finnikin; 4 Ryan Harrison; 5 Dan Hughes; 6 Joe Nickolls; 7 Shaun Webster; 8 Frankie Wainman Jr; 9 Charlie Swarder; 10 Ant Lee.



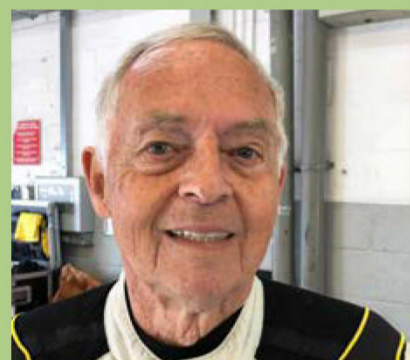
Finnikin (l) was hunted down by winner Traves

HISTORICS

DOWN THE PUB

DAVID COTTINGHAM

Ferrari veteran
Age: 79 Lives: Rickmansworth



Cottingham: Ferrari expert

He started racing in 1964

"I started in MWK 120 the lightweight XK120 that was one of three built in 1951 as a contingency for Le Mans in case the C-type wasn't ready. That was quite a car to start with at 21 years old. I'd always wanted an XK120 from the age of seven."

It was a low-budget venture

"I was just so fortunate to find that car. At the beginning, I did a couple of years of mainly sprints, because that's all I could afford with second-hand tyres. And even when I started racing, I had second-hand tyres for that. People didn't realise what an important car it was. I bought it from a couple of brothers who were at university, and they got a Veritas BMW. They couldn't afford the two, so they sold the Jaguar to me."

He built the engine

"So three months later, I picked up the car and gave them the rest of the money, which was £130. It had a standard engine in it by then because it had raced with a D-type engine when Bob Berry had it."

He started working on other cars

"I left school early because my father died when I was 14 so I took a job as a factory trainee at Kodak. I studied physics for seven years and took loads of exams. By then it was a nine-to-five job and every evening I was in the garage, building up my race cars and working on other people's cars to pay to improve my cars."

He created DK Engineering

"DK stands for David and Kate, my wife Kate, who's been involved from the start. We started DK Engineering in 1977 and as much as I love Jaguars, I saw that there was an opening for somebody to restore and repair Ferraris."

He's still racing

"I've raced my Ferrari 500 TRC for over 30 years and I've probably driven it in about 160 races. I'm absolutely still in the business, because the boys, James and Jeremy, have taken the business to a new level and we're mega busy. So I'm in every day."

'PERFECT STORM' CONTRIBUTES TO LACK OF HISTORIC RACING ENTRIES

Thruxton meeting highlights low numbers across many classes

By Paul Lawrence

The entry for the recent Thruxton Historic has put the spotlight on the current downturn in entries in much of UK historic racing.

A combination of issues led to three hour-long races with 10 starters or fewer and the low point was the combined Jaguar Classic Challenge and Pre '63 GT race, which just five cars started. The U2TC/Sixties Touring Car race featured eight cars.

Duncan Wiltshire of grid organiser Motor Racing Legends said the situation was a perfect storm. He said: "There is a multitude of factors. There is a mass of events going on at the moment and Le Mans Classic [which runs on July 1-3] is having a big impact. Brexit is definitely an issue and people are catching up

Historic grids have been hit badly



Photos: Paul Lawrence

on holidays and weddings."

Wiltshire also believes that some historic racers are still getting back to normal after the Covid lockdowns.

"I think some people took their foot off the throttle during lockdown and have not got back into gear yet. It is going to be a tough financial year

for everyone," he said.

The marked downturn is certainly not restricted to Motor Racing Legends. Historic Sports Car Club entries have generally been down between 10 and 20%, although last weekend's Donington event bucked that trend.

The lack of UK historic

competitors travelling into mainland Europe was put into sharp focus when Masters Historic Racing ran races at the Red Bull Ring in Austria over the same weekend as Thruxton.

Three of the four grids had 10 starters or fewer and the 90-minute Gentleman Drivers race had just four finishers.



Woodcock and Pickering claimed the Three Castles victory

WOODCOCK AND PICKERING CLAIM THREE CASTLES GLORY

After three days of classic rallying in North Wales, Guy Woodcock and Claire Pickering took victory on the Three Castles Trial. From an entry of over 100 cars, Woodcock's Ford Escort

Mk2, once a police panda car in Liverpool, fended off the Renault 8 Gordini of Malcolm Dunderdale and Anita Wickins. Woodcock's better pace on the special tests was a deciding factor.

BLOCKLEY TURNS TO THE HILLS AFTER RETIREMENT

Veteran single-seater racer, Jim Blockley says he has contested his last race, having decided to retire as he approaches his 75th birthday.

Blockley has been racing for 50 years and has won eight titles and around 290 races. At Cadwell Park he fielded his rare Caravelle Formula Junior for Benn Simms

to race to second place. Although he has called time on racing Blockley is still doing production car trials in a Marlin. He hopes to run the drum-braked Caravelle in some more races this season, including Brands Hatch GP and the Classic Silverstone. Blockley recently sold his one-litre Historic F3 car to Josh Sharp.



Blockley has decided to tackle Sporting Trials instead of the tracks



Motul-backed car races in Historic Touring Cars

STURGES JOINS GRID IN MIGHTY BMW

Jamie Sturges joined the Motor Racing Legends Historic Touring Car grid at Thruxton in the BMW M535 he has been racing with the Classic Touring Car Racing Club this year.

The 1987 M5 five still has an original road engine and gearbox and is a development project. "I've raced with the AMOC

in GT4 Aston Martins so I knew Duncan Wiltshire from that," said Sturges of the MRL boss.

Thruxton is Jamie's home track as he lives within sight of Segrave corner at the back of the circuit. "I've done a lot of racing here. We're still developing the car this year but I plan to do the Classic at Silverstone as well."

IN BRIEF

Ron Aiken

Club rallying in the Midlands is mourning the recent death of Ron Aiken, a respected and successful competitor on stage rallies, notably in a range of Ford Escorts. He started competing in autocross with a Ford Anglia when working for Ford dealers Lloyds of Stafford but later started Mainline Haulage. Ron was a gentleman who would always help others and rallied as recently in 2015 in his MG Metro 6R4.

Lion roars again

The unusual 1955 Peugeot 203 touring car of Stephen Chapman and Bryn Griffiths ran at Cadwell Park recently in a rare outing away from Goodwood. The 1400cc 203 Berline has been raced at Goodwood by Nicolas Minassian and is believed to be the only one racing in the UK. "It's a bit different, but it does handle OK," said Griffiths of the 67-year-old car. "We did the Members' Meeting this year at Goodwood and it's a shame not to use it again."

Eagling's Ralt run

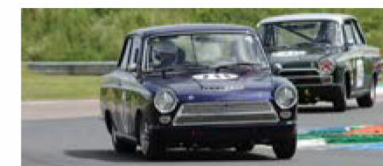
Racer and preparer Dan Eagling raced the Formula 3 Ralt RT1 of Clive Wood at Thruxton in the Jochen Rindt Trophy. After finishing a rebuild on the ex-John Finch car, Wood has had it liveried as a tribute to Derek Warwick's 1978 RT1, as he also owns the ex-Warwick Chevron B38 F3 car. "I generally get to race once a year these days," said Eagling, who runs a range of historic single-seaters under his Lifetime Racing squad. He won the Classic F3 class in both racers.

Wilkinson's return

Novice racer Jim Wilkinson had his fourth-ever race at Thruxton in the Jochen Rindt Trophy with a Reynard SF83 Formula Ford 2000. Wilkinson kartered in the 1990s and has since done many track days, completing around 600 laps of the Nurburgring. Thruxton was his first time out this year, but he hopes to run in the Geoff Lees Trophy at Brands Hatch next month.

Pardoe in harness

Engineer Andy Pardoe ended a 21-year break from racing by sharing the Lotus Cortina of Peter Smith in two races at Thruxton. Pardoe has worked with Smith on the car but is routinely a race engineer in GB4 with the Fortec team. "My last race was in America in 2001 in a Viper and I've driven race cars but I've not raced 2001". Pardoe was invited to share the Cortina with Smith Sr as Peter's son Guy was busy at Le Mans over the Thruxton weekend.



Pardoe raced Cortina

COLUMNIST

MATT JAMES



MN's editor reflects on the hybrid success penalties in the BTCC this season

Photos: Jakob Ebrey



Cook had to cope with no hybrid



In 2021, Sutton had extra weight

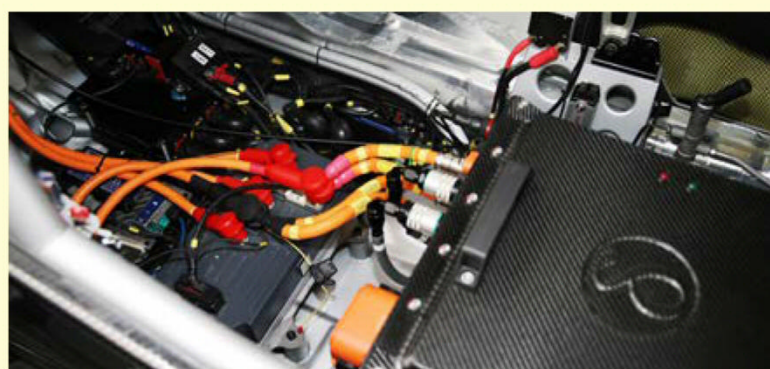
The 30-minute qualifying session for the last rounds of the British Touring Car Championship at Oulton Park was perhaps the most interesting of the season so far.

By this stage of the season, four meetings into the campaign, the boffins in each team have got their head around how the hybrid systems work, and the drivers have got the hang of how to use the extra power button.

Thruxton proved to be a hard place to gauge the power of the hybrid power boost because the flat-out nature of the Hampshire airfield. Oulton Park, with its uphill acceleration zones and undulations, was far more likely to give an indication of how effective the additional electrical power was.

Championship leader Josh Cook came into the event top of the table with his BTC Racing Honda Civic Type R and his was the toughest task of all in qualifying. He managed to line up in 10th place and he was just 0.462 seconds away from the pole position winner Tom Ingram's Hyundai i30 N. The Excelr8 Motorsport driver himself was restricted to just 4.5s of extra power per lap.

Consider that Ash Sutton, who last season came into the Oulton Park meeting with a full load of 75kg of ballast aboard his Laser Tools



New hybrid system has had a positive impact



Racing was strong at Oulton

Racing Infiniti Q50 as the points leader, back in 2021 qualified in 10th spot too, just 0.3s behind the polesitter Senna Proctor (BTC Racing Honda Civic Type R).

What is also interesting to note is that Cook, in the same spec of car as last season but now fitted with the M-Sport-derived powerplant rather than the Swindon version from 2021, was 0.1s faster in 2022 than he had been when he came to the same track last year, when he was forced to lug 27kg of success ballast around.

Qualifying, when the cars run alone on the track, is a very different thing from racing and the impact of the hybrid system at Oulton was more dramatic. BTCC cars generally don't struggle to overtake, but the added impetus of the push-to-pass system certainly gave the competitors who were able to use it a leg up, particularly at sections of track such as the dash up over Hill Top and down towards Hislop's Chicane.

It was harder to spot the effectiveness of the power tweak at Thruxton and even more so on Brands Hatch's compact Indy layout, but it was clearer 11 days ago in the Cheshire countryside. What is pleasing about the system is that even with the deployment – which has been designed to give a car using it a 15-metre advantage over those who haven't armed the system – overtaking is still not the work of a moment. The British Touring Car Championship's system doesn't provide the simplicity of a Drag Reduction System-assisted overtake in Formula 1,

which is an anathema to motorsport itself.

The teething troubles with the Cosworth-built hybrid system – and there were some – have mostly been overcome now and the initiative has now become firmly embedded in the category's footprint. Drivers are working out how to use the extra battery power and it has become just as vital a tool in defending a position as it has been to tee up an overtaking move on a rival ahead.

The smart drivers, the ones who are limited in their hybrid usage due to previous successes, are the ones who are saving up any spare power they have been granted until the end of the races to stave off any attack from someone who is coming on strong.

The tactical elements for the drivers are another weapon that they have in their armoury to help them navigate their way through the variables which are thrown at them throughout the 30 races of the season.

It is technology that the British Touring Car Championship had to employ to keep itself related to the road-car market, and that is something that is perhaps more important for the BTCC than it is in any other motor racing championship in the country. No longer is there a queue of manufacturers knocking at the door to join the category but making sure that the product on the circuit is identifiable compared to the cars on the road is vital. The modern-day BTCC has certainly ticked that box.

"The clever drivers are saving up their hybrid until the end of the races"

RALLY REPORTS

Photos: Kevin Money

KIELDER FOREST RALLY: BTRDA BY SIMON GRONOW

JUNE 18

PAYNE BUILDS ON PERFECT START TO SURVIVE KIELDER CHALLENGE

The Fiesta2 man takes command then throttles back to claim second successive win



Elliot Payne underlined his prowess with yet another BTRDA Rally triumph



Llewellyn continued his learning process in second place

Following a measured drive, Elliot Payne took his second BTRDA rally win in a row as he and Patrick Walsh were comfortable winners of the Kielder Forest Rally in their Ford Fiesta Rally2.

Once brake problems were sorted, Tom Llewellyn/Ross Whittock moved up to second in their Fiesta Rally2, while the WRC-specification Fiesta of Stephen Petch/Michael Wilkinson secured the final podium position.

In the dry conditions, Payne/Walsh got off to the perfect start. They set a time which was one-second-per-mile quicker than any of their rivals. Llewellyn/Whittock were happy with their run to second-best time on only their second outing in a Fiesta.

“We were a bit tentative in there,” was Petch’s verdict on his opening stage as he shared third-quickest time with Perry Gardener/Jack Bowen in another Fiesta.

Stage two, which was a just-under eight-mile run through Bewshaugh, followed and it was Payne who set the pace again, as Petch, Llewellyn, Gardener and Bob Morgan/Ade Williams in a Skoda Fabia R5 shared second best time.

The challenging forests lived up to their Killer Kielder reputation as Russ Thompson/Stephen Link went off in their Mitsubishi Lancer and Charlie Payne/Carl Williamson rolled their Fiesta Rally2 into retirement.

There was a minor concern for the leader in Falstone when a cracked exhaust resulted in a burnt racing boot for the driver and smoke inside the car. Despite this Payne set another fastest time and returned to Hexham happy with his pace and an 18-second lead.

Despite feeling his morning had been “a bit

messy,” Gardener had moved up to second place after being Payne’s nearest rival in Falstone. By that stage, Petch was up to third overall after a run with no reported dramas.

Richard Hill/Pat Cooper in a Mitsubishi Lancer and Ian Joel/Graeme Wood in an Escort Cosworth followed, while Llewellyn failed to make the top-10 times. A brake pipe had gone awry on the Haverfordwest driver’s Fiesta and he had to make temporary repairs, which required him to pump the brakes to slow the car. Unfortunately, the Fiesta didn’t slow enough for a square right-hand bend and he made an unscheduled visit to a ditch before completing the stage well adrift, which left him in fourth position overall.

With his Fiesta’s brakes restored at service, Llewellyn set off to make up for lost time and clocked the fastest time ahead of Payne and Petch through the second run at the Bowers, with Hill close behind. In trouble was Gardener, when a warning light appeared on his Fiesta’s dashboard. That forced him to stop and reset it which cost 30s and, ultimately, a podium finish.

Llewellyn continued his fine afternoon’s form with another fastest time in Bewshaugh 2 ahead of Gardener and rally leader Payne, who, with a comfortable lead, was able to take a steady approach to the stages. Petch was fourth fastest but was coming under pressure for second place from Llewellyn, who was now only 2s behind.

Fourth fastest time through would confirm the victory for Payne/Walsh. “We did what we needed to do,” said the winning driver after a pleasing day, but the attention turned to the battle for second place.

Fastest time through the final stage enabled

Llewellyn to overhaul Petch and take the runner-up spot, which represented his highest BTRDA finish to date.

“We’ve had a very good afternoon,” said a happy Llewellyn. “We’ve been fastest on every stage and going from fourth to second was the best we could do [given his earlier issues].”

For Petch it would be an eventful final stage with his Fiesta’s tyres worn through for the last half of the test. “I’ve got my money’s worth out of those,” he said with a smile. “We were sideways everywhere.”

Following his stage-four problem, Gardener would have to be content with finishing fourth yet again. It repeated the result that he has had on each of the BTRDA events this year but his pace showed that a podium position is likely soon.

It was a happy Ian Joel who took a season-best finish to date of fifth. A closed barrier slowed him on one stage but he held off Hill’s strong challenge to take the class win. After repairing their Ford Escort following an accident on the Rallynuts Stages, David Crossen/Aileen Kelly were clear Silver Star Winners following a good run in their Ford Escort, fending off the challenge from Pat Naylor/Ian Lawrence for seventh position. Like Petch, Naylor’s tyres were completely worn by the finish of the last stage, where he entertained the spectators as he slid his Mitsubishi Lancer E9 through a ditch.

Just 6s behind Naylor were Morgan/Williams, who were pleased with their day, while Rob Wilson/Richard Crozier fought back to take their first BTRDA top 10 finish after early differential problems on their Mitsubishi Lancer E7.



Stephen Petch was left with some very worn Pirellis

RESULTS

BTRDA Kielder Stages Rally
Where: Hexham When: June 18

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Elliot Payne/Patrick Walsh	Ford Fiesta Rally2	42m27s
2	Tom Llewellyn/Ross Whittock	Ford Fiesta Rally2	+18s
3	Stephen Petch/Michael Wilkinson	Ford Fiesta WRC	+25s
4	Perry Gardener/Jack Bowen	Ford Fiesta R5	+39s
5	Ian Joel/Graeme Wood	Ford Escort Cosworth	+1m35s
6	Richard Hill/Pat Cooper	Mitsubishi Lancer E9	+1m53s
7	David Crossen/Aileen Kelly	Ford Escort Mk2	+2m23s
8	Patrick Naylor/Ian Lawrence	Mitsubishi Lancer E9	+2m24s
9	Bob Morgan/Ade Williams	Skoda Fabia R5	+2m30s
10	Rob Wilson/Richard Crozier	Mitsubishi Lancer E7	+2m44s

Class winners: 1 Gardener/Bowen; 2 Joel/Wood; 3 Crossen/Kelly; 4 Nick Dobson/Steve Pugh (Ford Escort Mk 2); 5 Neil Weaver/Jack Morton (Vauxhall Corsa S1600); 6 Pete Gorst/Mark Twinn (Vauxhall Nova); 7 Richard Garnett/Stefan Arndt (Nissan Micra); 8 Lewis Hooper/Steven Brown; 9 Dave Forrest/Jamie Forrest (Ford Escort Mk 2); 10 Steve Bannister/Callum Atkinson (Ford Escort Mk 2); 12 David Beecroft/Fraser Parish (Land Rover Bowler Defender 90).

REPORT



Peter Gorst had to battle problems to prevail in 1400s

Bannister scares himself on way to victory

Over the early stages, Simon Webster/Alun Cook led the Historic runners before damaging their Escort RS1800’s steering after hitting a rock. That meant they conceded the lead to Steve Bannister/Callum Atkinson, who admitted to “pushing a little bit harder,” in the afternoon, and they took the win in a similar Escort. Dave and

Jamie Forrest secured the smaller-capacity Historic class in another Ford Escort.

Despite ECU problems and losing fifth gear, Pete Gorst/Mark Twinn were first of the 1400cc runners home. They took the 1400s win in their Vauxhall Nova, with Richard Garnett/Stefan Arndt lifting the 1400C division in a Nissan Micra, and Lewis

Hooper/Steven Brown taking another RF1.4 win despite their Micra suffering with worn tyres.

Nick Dobson/Steve Pugh took the B11 class win ahead of fellow Ford Escort crew Paul Thompson/Josh Davison, as Neil Weaver/Jack Morton had a good run to win their class in their Opel Corsa S1600. Jonathan Jones/Jez Rogers

were first R2 crew home, aided when Tony Simpson slid off the road in his similar Fiesta.

Behind Silver Star winner David Crossen, Andy Davison/Tom Murphy had a good run to second in their Sunbeam VXR, while David Beecroft/Fraser Parish were first home of the 11 Rover Bowler Defenders entered.

RALLY REPORTS

Photos: Martin Walsh

DONEGAL RALLY: IRISH TARMAC RALLY CHAMPIONSHIP BY MARTIN WALSH JUNE 17-19



Josh Moffett was in the right place to profit



Callum Devine seemed a shoo-in...

MOFFETT EMERGES FROM DONEGAL THRILLER ON ANNIVERSARY EVENT TO TAKE THE GLORY

As Donegal International Rally celebrated its 50th anniversary, Josh Moffett and co-driver Andy Hayes (Hyundai i20 R5) emerged victorious after a rally full of action and excitement.

This instalment of Donegal contained copious amounts of drama and heartache and illustrated the unpredictability of the three-day Letterkenny based spectacle, which attracted record crowds.

Moffett and Hayes went from fourth at the beginning of the third and final leg to first after a dramatic final day. In what transpired to be a Moffett 1-2, Sam Moffett and Keith Moriarty (Ford Fiesta WRC) were second 46.7 seconds behind and 2.4s in front of Welsh ace Meirion Evans and Jonathan Jackson (VW Polo GTi R5). Incredibly, none were in the final day's starting top three as fans marvelled at the performances of the initial leading performers.

On the opening stage on Friday, Callum Devine (VW Polo GTi R5) stole a march on the opposition and led triple British Rally champion Matt Edwards (Citroen C3) by 7.5s. Through the following four stages the top duo were nip and tuck but on the day's last stage Edwards was best to reduce the

deficit to 5.8s as he continued to tweak the settings of the Citroen.

Alastair Fisher (VW Polo GTi R5) in third reckoned the quality of his performance lacked the cutting edge and he was 29.1s further back. Championship leader Josh Moffett admitted to a wrong tyre choice for the opening loop but addressed the matter on the repeat of the three stages to move to fourth followed by Evans, who upped his pace in the afternoon. Sam Moffett was also caught on wrong tyres for the morning loop, he ended the day sixth and ahead of local ace Declan Boyle's Fiesta WRC.

Saturday in Donegal is described as 'moving day' but there was no stopping Devine and Edwards with the former adding a fraction of a second on the day's opener. Edwards responded by claiming 2.3s from Fanad Head. However, on the iconic Atlantic Drive stage Devine maximised his efforts and was a whopping 19.8s faster than his rival to move 27.7s clear, a significant lead given the previous margins.

But on the repeat loop, Devine's Polo lost some boost and he admitted to pushing hard to minimise time loss. Edwards was best over Knockalla but had what he called "not even a half spin"

and at the day's final service he had cut the deficit to 15.9s.

With his Polo restored to full power, Devine was best though the evening's final pair of stages and led at the final overnight halt by 17.7s. Fisher remained in third (29.1s further behind) but was extremely fortunate to get away with a moment on stage 10. He was 5.1s ahead of championship rival Josh Moffett who was only a tenth of a second behind after SS12 only to overshoot a junction on the very next stage and finish the day 5.1s behind Fisher. Sam Moffett edged out Evans for fourth from Boyle, who finally sorted the suspension for the final pair of stages.

Not long after the beginning of the final leg, there was shock, dismay and disappointment as news filtered through that Devine was out after he clattered a chicane bale that damaged the front of his VW Polo, forcing his retirement. With the stage at High Glen not running first time around due to a bereavement, Edwards arrived at the Atlantic Drive stage (SS17) as rally leader 19.2s ahead of Josh Moffett, who was best by far on the previous stage.

Around 800 metres into the stage Edwards' Citroen crashed into a concrete pillar in what was

a seemingly high impact accident and both Edwards and co-driver David Moynihan were hospitalised for treatment to their injuries.

Josh Moffett arrived at the final service with a 1s lead over Fisher and a final twist lay in store. Extending his advantage to 3.8s on the repeat of Gartan, Moffett was able to slacken his pace after a gallant but most unlucky Fisher punctured and lost brakes on High Glen (SS19) and dropped 51.1s to fall into the clutches of Sam Moffett, who was just 6.1s shy.

Josh Moffett went on to secure an emotional win and Sam's second place ensured the pair are enshrined in the event's legendary status. Evans snatched third with Boyle posting the fastest stage time to gain a much-needed finish. Fisher's fifth place was scant reward in a season where lady luck has deserted the Fermanagh driver. Garry Jennings (Fiesta R5) was untroubled in sixth with Donegal's Kevin Gallagher (Darian T90 GTR) survived final day clutch woes to win the two-wheel-drive category and take seventh in a top 10 completed by David Kelly (Fiesta R5), James Stafford (Darrian T90 GTR) and Declan Gallagher (Toyota Starlet).

RESULTS

Donegal International Rally When: June 17-19

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Josh Moffett/Andy Hayes	Hyundai i20 R5	2h05m26.0s
2	Sam Moffett/Keith Moriarty	Ford Fiesta WRC	+46.7s
3	Meirion Evans/Jonathan Jackson	VW Polo GTi R5	+49.1s
4	Declan Boyle/James O'Reilly	Ford Fiesta WRC	+57.4s
5	Alastair Fisher/Gordon Noble	VW Polo GTi R5	+1m10.2s
6	Garry Jennings/Rory Kennedy	Ford Fiesta R5	+2m18.7s
7	Kevin Gallagher/Ryan Moore	Darrian T90 GTR	+2m31.0s
8	David Kelly/Dean O'Sullivan	Ford Fiesta R5	+3m22.5s
9	James Stafford/Thomas Scallan	Darrian T90 GTR	+3m31.8s
10	Declan Gallagher/Derek Heena	Toyota Starlet	+4m18.1s

Historics: 1 Tommy O'Connell/Thomas Wedlock (Ford Escort) 1h31m47.7s; 2 Michael McDavid/Declan Casey (Ford Escort) +31.8s; 3 Ryan Barrett/Peter Ward (Ford Escort) +40.8s. Juniors: 1 Ryan McHugh/Declan Boyle (Honda Civic) 34m50.7s; 2 Mickey Joe Brown/Oisín Joyce (Honda Civic) +5.0s; 3 Dylan Eves/Damien Sheridan (Honda Civic) +5.9s. Class winners: David Gordon/Darren McNamee (Rover MG ZR); Eamon McLaughlin/Ashley Boulton (Ford Escort); Kevin McLaughlin/Aodhan Gallagher (Honda Civic); Conal Hegarty/John Spillane (Toyota Corolla); Justin Smyth/Gregory McQuillan (Ford Escort); Brian Brady/Gary McNamee (Honda Civic); Gallagher/Moore; James McDowall/Charlotte McDowall (Subaru Impreza); Stuart Darcy/Liam McIntyre (Proton MEM S2500); Ruairi McGarrity/Martin McGarrity (Citroen DS3 R3); Jennings/Kennedy; Boyle/O'Reilly; Fisher/Noble; Jason Dickson/Darragh Mullan (Ford Fiesta); Iarla Carty/Jack Carty (Vauxhall Nova); Martin Doherty/Darragh Doherty (Ford Escort) Anders Johnsen/Ingrid Johnsen (Ford Sierra); Gary Cassidy/Killian McArdle (Honda Civic).



Alastair Fisher suffered a puncture and late brake woe

CLASSES



Local man Gallagher was thrilled

Gallagher rolls with it for two-wheel-drive win

Victory within the two-wheel-drive category of the Donegal International Rally is a big deal and for local aces Kevin Gallagher (Darrian T90GTR) and co-driver Ryan Moore it was a big achievement on this most special of weekends.

By the conclusion of what

is the only three-day event in Irish rallying, they finished 60.8s ahead of the similar car of James Stafford/Thomas Scallan with another Donegal duo, Declan Gallagher/Derek Heena (Toyota Starlet) a further 46.3s behind in third.

Damien Tourish (Ford Escort) set the early pace but

it wasn't long before the Darrian influence shone through as the roads dried out with Stafford and Kevin Gallagher giving chase, the latter taking the lead role by stage five and holding the overnight advantage.

Tourish crashed on Saturday's opening stage,

while Kevin Gallagher eased off towards the day's final stages and led Stafford by 31.4s, the latter's Darrian developing a small gearbox oil leak.

Declan Gallagher (Toyota Starlet) and Ryan Loughran (Ford Escort) followed but Loughran retired with

mechanical trouble early on Sunday as Kevin Gallagher overcame clutch troubles to net victory from Stafford and Declan Gallagher.

Gary Kiernan (Ford Escort) in fourth took his first finish since the opening round of the season.

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Photos: mkpics.net

NATIONAL HOT RODS: ANGIE ROWE MEMORIAL TROPHY BY GRAHAM BROWN

JUNE 18



Murray was under pressure from Haird (115) in the final



Jeff Riordan was the heat 1 winner in his Lotus Exige

MURRAY HEARS THE THUNDER 500

The annual Thunder 500 saw Northern Irishman visitor Shane Murray become the fourth winner of the Angie Rowe Memorial trophy while claiming his second T500 victory despite having to contain a strong race-long challenge from Chris Haird.

Another T-500 specialist – Billy Wood – ran out in third place, while Jeff Riordan and Terry Hunn made off with the silverware in the heats.

The draw for the damp opening heat placed Riordan on the front row alongside Lewis Shelley, making the Republic of Ireland visitor Riordan’s Lotus Exige a fair bet for the win. He soon

wrested the lead from Shelley who also succumbed to pressure from Jason Kew soon afterwards.

The leader then knuckled down to building an unassailable advantage over the chasing Kew. That job was just about done by half distance, by which time Shelley had dropped back from the leaders. That brought Chris Aldridge and the hard-pressing Aaron Dew into the major places. Riordan remained well clear until flag fall with Kew an even more comfortable distance ahead of Aldridge.

Hunn set the pace from the heat-two pole on a rapidly drying track, initially under the cosh from Andy Lane’s Ginetta,

though when a big cloud of smoke signalled that Lane’s motor had expensively expired Hunn was left well clear. Someone who wasn’t about to be coming after him was Riordan, the heat-one winner having to retire early doors with a flat tyre.

The battle for second centred around Dick Hillard for a while before Carl Waller-Barrett led the way past, the points champion then carving big chunks out of Hunn’s lead until CW-B suddenly slowed with an overheating problem.

He toured around for a couple more laps before finally pulling up minus the water pump belt, the motor showing its displeasure at

this treatment by commencing a rattle that left the car parked for the evening.

With Waller-Barrett’s demise, Hunn was left cruising half-a-lap clear of Murray, who’d inherited second, and Haird. The pair gave us a preview of their final battle in the closing stages but were never going to bother the leader, whose problems only arrived after the flag.

As Barry Limer came to the line, his motor let go, the Vauxhall spinning to a stop bang in the centre of the home straight and giving Hunn nowhere to go but hard into him. “I don’t think my dad even managed a crash on the slowing-down lap,” he

quipped afterwards.

Murray’s pole for the final was still far from a win guarantee and as they tore into the opening lap he had Kew, Haird, Hunn, Paul Wright and Billy Wood all snapping at his heels. When Kew went wide at Turn 1 Haird was able to duck past, and Kew also had to give best to Wood and Wright after a skirmish that earned all three of them black crosses, as had Haird earlier.

From mid-distance onwards the race was all about Murray vs Haird, with the latter looking a touch quicker but unable to find a way a past despite the employment of numerous blue flags.

They crossed the line in unchanged order, Murray thus emulating his win of 2016, with Wood and Wright next home and all of them escaping any censure from the steward.

Results
Organiser: Spedeworth **When:** June 18
Where: Foxhall International Raceway, Ipswich **Championship:** Thunder 500
Starters: 19
Heat one: 1 Jeff Riordan (Lotus Exige); 2 Jason Kew (Ginetta G40R); 3 Chris Aldridge (Vauxhall Tigra); 4 Aaron Dew (Ginetta G40R); 5 Paul Wright (Vauxhall Tigra); 6 Billy Wood (Vauxhall Tigra); 7 Shane Murray (Ginetta G40R); 8 Chris Haird (Vauxhall Tigra). **Heat two:** 1 Terry Hunn (Ford Fiesta); 2 Murray; 3 Haird; 4 Hayden Ballard (Vauxhall Tigra); 5 Adam Hylands (Vauxhall Tigra); 6 Wood; 7 Wright; 8 Kew. **Final:** 1 Murray; 2 Haird; 3 Wood; 4 Wright; 5 Riordan; 6 Dew; 7 Ballard; 8 Aldridge; 9 Ashley Shaw (Vauxhall Tigra); no other finishers.

DOUNE: BRITISH HILLCLIMB CHAMPIONSHIP BY PAUL LAWRENCE

JUNE 18-19

Photos: StuartWing

SUMMERS TAKES THE UPPER HAND AS BHC GOES DOUNE

Alex Summers was the hero of the weekend when the British Hillclimb Championship headed over the border to Doune for a quadruple-header.

In a 30-round season of top-12 run-offs, four at Doune made it an important weekend in the title race as Summers, Wallace Menzies and Scott Moran start to edge away from the rest of the pack.

Fresh from a quick holiday between the previous event Shelsley Walsh and Doune, Summers continued the scintillating form that really kicked in at Gurston Down less than a month ago. With a few more revs and a little more power from the IndyCar engine in his DJ Firestorm, Summers was on it from the start at Doune and his final tally for the weekend was three run-off victories and one second place as Moran took the second Saturday victory. It was a

weekend that offered a whopping 44 points to anyone who could win all four run-offs and break the old record on each occasion. Summers scored 42 points.

Throughout, Summers had the legs on his key title rival Menzies in the 3.3-litre Cosworth engined Gould GR59. Though Menzies drove with all his usual controlled but fierce pace, he just could not match Summers.

There was every chance that the existing hill record, set by Sean Gould last year in 34.67 seconds, would be bettered and Summers did just that, topping the mark on three of his four run-offs. He opened with a 34.38s but dropped to a 35.38s later on Saturday to finish behind Moran in the second run-off. Summers then bounced back on Sunday with a 34.28s and his closing shot of the weekend was a 34.21s as he showed remarkable consistency as well

as stunning pace.

Menzies chased as hard as he could, but on this occasion had no real answer to the pace of Summers and a second and three thirds was, by his own high standards, a modest result.

Suddenly, Summers is 11 points ahead in a contest usually measured in one or two points. Moran also dipped under the old record on Sunday’s first run-off to bag an impressive 37 points from his weekend and move to within just four of Menzies.

Away from the top three it was Trevor Willis and Dave Uren generally picking up the next points, while Matthew Ryder coped well with another new hill at this level to bring his Gould home with a best of two six places.

Among the smaller engined cars, stand-out performances included Paul Haimes who took a fourth overall on Saturday in his



Alex Summers had record-breaking pace to take three wins out of four in Scotland

1300cc turbocharged Gould GR59, and David Warburton, who claimed a fifth and a sixth in his 1600cc version. Local ace Stuart Sugden was up there, too, along with Richard Spedding.

Results
Round 13: 1 Alex Summers (2650cc DJ-Cosworth Firestorm) 34.38s; 2 Wallace Menzies (3300cc Gould-Cosworth GR59M) 35.00s; 3 Scott Moran (4000cc Gould-Judd GR59J) 35.31s; 4 Paul Haimes (1300cc Gould-

Suzuki GR59) 37.29s; 5 David Warburton (1600cc Gould-Suzuki GR59) 37.71s; 6 Matthew Ryder (4000cc Gould-Judd GR59JB) 37.99s; 7 Stuart Sugden (1585cc GWR-Hayabusa Raptor) 38.28s; 8 David Uren (3500cc Gould-NME GR55B) 38.31s; 9 Johnathan Varley (2000cc GWR-TKD V8 Predator) 38.37s; 10 Trevor Willis (3200cc OMS 28-RTE) 38.65s.
Round 14: 1 Moran 35.03s; 2 Summers 35.38s; 3 Menzies 36.10s; 4 Willis 36.54s; 5 Uren 37.46s; 6 Warburton 37.63s; 7 Richard Spedding (1585cc GWR-Hayabusa Raptor 2) 37.69s; 8 Ryder 37.84s; 9 Haimes 38.09s; 10 Varley 38.38s.

Round 15: 1 Summers 34.28s; 2 Moran 34.61s; 3 Menzies 35.01s; 4 Willis 35.82s; 5 Uren 35.97s; 6 Ryder 36.85s; 7 Sugden 36.87s; 8 Spedding 37.03s; 9 Haimes 37.13s; 10 Varley 37.29s.
Round 16: 1 Summers 34.21s; 2 Moran 34.82s; 3 Menzies 35.29s; 4 Uren 35.78s; 5 Willis 35.94s; 6 Spedding 36.69s; 7 Sugden 36.83s; 8 Haimes 37.05s; 9 Ryder 38.36s; 10 Lee Griffiths (1660cc OMS 25-Suzuki) 38.45s.
Championship (after 16/30 rounds): 1 Summers 155; 2 Menzies 144; 3 Moran 140; 4 Willis 96; 5 Ryder 95; 6 Uren 81.

FEATURE

JONNNY KANE: REACHING THE VERY TOP IN SPORTSCARS

Matt James puts the MN readers' questions to Comber's finest racing driver



Sportscar hero:
Jonny Kane

Jonny Kane has taken on and beaten some of the biggest names in motorsport. The 1997 British Formula 3 champion has left drivers like Mark Webber and Scott Dixon trailing in his wake.

After his European single-seater dream stalled at Formula 3000 level in 1998, Kane crossed the ocean and tackled the Indy Lights series for two seasons as he tried to maintain the momentum, but Uncle Sam was not kind to him and there was no graduation to Champ Car despite impressing as a rookie.

From there, he followed the sportscar route and became a mainstay of the factory MG and Spyker GT attack before a six-year spell with the Strakka Racing team, partnered with Danny Watts and gentleman driver Nick Leventis.

It took him racing around the world and the plucky Strakka underdog crew scaled the heights at Le Mans in 2010 with LMP2 victory and fifth place overall. The memory of climbing onto the rostrum at La Sarthe is something that the Northern Irishman cherishes to this day.

In recent times, Kane's experience has been put to use as the driving standards advisor within the Ginetta single-make series, passing on his knowledge to a whole new generation of races.

Question: How did you get the motorsport passion?

Rhys Mainwaring
Via email

Jonny Kane: "It was in the family. My grandfather and his two brothers started fixing and selling bicycles, and when cars became more popular, they started fixing and selling those instead. So the family business in Northern Ireland was a car dealership – Kane of Comber.

"My dad Andrew raced before I was born. He raced Minis and MGs, although only in Ireland and Northern Ireland.

"The family business actually had the distributorship in Ireland for the Downton Mini parts. Another one of the guys who worked at the dealership raced as well. That meant, from the first day I remember, I was always surrounded by cars and racing.

"My brother and I had a fun kart from when we were no age at all and we were into motocross as well. And then, eventually, I got my first proper kart when I was 14. We had left school for the summer holidays and one of my dad's friend's sons raced karts and he asked if I wanted to have a go. I went to Kirkistown one night and had a run and I did well.

Photos: Motorsport Images, Jonny Kane Snaps



Kane chases down Montoya in Formula Vauxhall, 1995

“The first kart we bought was called a Chariot kart, a Northern Irish chassis, which was designed by Frank Weir, who was a lecturer at Queen’s University and his brother George fabricated the chassis. We bought the chassis and engine, a set of wet tyres on rims and a set of slicks on rims for £350 and away I went.”
MN: Who was your motorsport hero then? Who was the poster on your bedroom wall?
JK: “I actually had a really nice picture of my dad in his Mini. There were no other racing drivers. But Ayrton Senna was always a favourite of mine. I just thought some of the things he would be able to do in a racing car absolutely amazing. He really stood out above the crowd.”
MN: How did you switch to circuit racing then?
JK: “I got my first Formula Ford 1600 car in 1991, a Mondiale. One of the kart championships that I was contesting ran a competition where the top three in the series points at the end got a test in a Formula Ford. Then the winner of that

test then got to race the car at Kirkistown – and I won.”
“It was a 1990 car that had been converted to be a 1991 car with uprated suspension and so forth, so it was an M91S, and I actually bought that car after I had raced it at that Kirkistown event. That is the car I used in my first season.”
MN: You were in Formula Ford 1600 for a long time before you graduated to slicks-and-wings in Formula Vauxhall in 1995 – it took a long time...
JK: “I did a couple of races in Formula Vauxhall Junior too in 1991 with Andy Mackie’s team, Polestar Developments. Mackie had an Italian driving for him who was crashing all the time, so they put me in for a couple of rounds – and I won first time out at Donington in the August that season – even though I finished second on the road to Jules Gilson, who was kicked out for having a trick differential in the car.”
“I did that at the same time as FF1600. The first two years I was racing, I was only really competing in Ireland and there was the very occasional trip over to the mainland. I think in 1992, I did about six races in England. There was one point where I was leading three championships at once. I came and won the opening British round at Thruxton, I was ahead in the Northern Irish championship and also top of the Irish one too.”
“That led me to have a rethink: I knew I either had to make a go of it or just keep racing in Ireland forever. I knew that racing was the only thing I ever really wanted to do. I had been offered a good deal by the factory Swift team for what would be the first year of Zetec Formula Ford in the UK in 1993. It was a struggle in that initial season with five cars in the

continued on page 22



Jonny Kane (l) and Juan Pablo Montoya were team-mates at Paul Stewart Racing for the 1995 season

“I knew I had to make a go of a racing career”
Jonny Kane

FEATURE

team. It was a hard year but I managed to get through it. Fortunately, 1994 was a really good year otherwise that really might have been the end of me racing to try and make a career.”

MN: We remember that it was a very tempestuous Formula Ford year between yourself in the Swift and Jason Watt in the Vector. Watt won the title in the end...

JK: “I went and did the European Formula Ford Championship as well, and I was the only factory Swift that went and did that. I won that. It was four rounds, and I won three of them.

“It was a funny year in the British championship because I won almost every race, but I kept on happening across technical issues. My car seemed to get scrutineered every single weekend and they would always be finding tiny things – it seemed like the officials knew exactly what they were looking for. All the teams were massive rivals and towards the end of the year it was getting really frustrating because I would win a race, they would find a small problem and I would be kicked out of the race and then also lose more points as a penalty. I went from leading it with about four rounds to go to not winning it and losing out to Jason.

“That whole process is what made me think that I needed to come back and clear my name, as such. Nothing that was found wrong with the car or the engine did I have control over, but I just felt like I needed to be somewhere and I needed to be in an environment where that kind of issue wouldn’t crop up and my ability couldn’t be challenged.

“I had been talking to [team manager] Graham Taylor at Paul Stewart Racing quite a bit over the course of 1994. They had the Formula Vauxhall Winter Series coming up and we knew that the team was seen as very reputable. I got a sponsor for the Winter Series and I won all three races, which opened the door to me getting a full-time ride for 1995.”

Question: At Paul Stewart Racing you had the nickname ‘Superman’. Please tell how you earned that?

Andy Hallbery
Via email

JK: “It was actually ‘stunt man’. Whenever we would go out on an evening and we would be having quite a lot of fun, I tended to be quite energetic, let’s say. Not necessarily thinking I could fly, but I would jump around a lot. So that is where that comes from, but it was fun times.”

Question: How important was winning the McLaren Autosport BRDC Young Driver award?

Abi Crowther
Via email

MN: You lifted the award in 1995, but you had been in the final six twice before that. You must have thought it was never coming your way...

JK: “It was obviously a massive privilege, and I got to test the McLaren



Kane took the British F3 championship in 1997

Formula 1 car, which was really cool. McLaren did talk to me about doing more testing with them, but at that point I was with Paul Stewart Racing and the Stewart Grand Prix team was being created in the background. I had a very long-term contract with PSR and I didn’t really want to do anything to upset them. I potentially could have gone all the way with Stewart so the testing with McLaren didn’t get pursued.

“Winning the award was clearly a massive accolade in my career at that time. The prize money was really important. I wouldn’t say it made my career but certainly I was totally stoked to win it and at that stage I was one of a very select number of people to have won it.”

Question: How come the move up to Formula 3000 was so hard when you attempted it in 1998? Redman and

Bright was a new team, was it a risk? Why did it only last four rounds?

Emma Facey
Via email

MN: Was it frustrating to watch Juan Pablo Montoya, who you’d raced alongside in Formula Vauxhall, having so much success in F3000?

JK: “Redman and Bright wasn’t actually a new team, it had been around for a while but that was a really tough time in my career, to be honest. I had some sponsorship money to take with me because, after the PSR years, I was back to funding myself again, which was a massive expense.

“I had raced against all the top guys in the championship that year for seasons building up to that so to be qualifying 18th or something and finishing mid-teens was not really what I was looking for.”

MN: So what was the problem then?

JK: “Well, I only stuck at it for four races because it was so expensive and it wasn’t really going anywhere. We struggled with set-up. It seemed like we would turn up at a race weekend and not be too far off the pace to start with but we would not really make the progress with engineering across the weekend that some of the others were able to make.”

MN: That must have been frustrating when you knew you could beat the guys at the front like Montoya and Jason Watt?

JK: “I felt like I was at least equal to those guys and yet they were the ones doing the winning. It was frustrating and the price that it was and funding it ourselves, it was just not sustainable.”

MN: Did you think, at that point, that it was all over?

JK: “No, not really. It could have been, but I don’t recall thinking it at the time. I was just trying to figure out where I was going to go to keep it all going. My first

thoughts were either to try and go to Japan to race, or try to go to the States. Japan was probably where it was more likely you could get a free or paid drive, but I thought the culture would have been too different for me.

“I made the decision to go to a couple of the Champ Car races in the USA to talk to the Indy Lights teams that were out there. Dario Franchitti, who had been at PSR with me, was racing for Team Kool Green out there and he introduced me to the team owner, Barry Green. I had a chat with him.

“Team Kool Green was doing a test in the States later in the year, and they invited me to run. I was up against a Brazilian guy – I can’t remember his name – at a track called Putnam Park, which is just outside Indy. I went and did that. The other chap did the first day and I did the second and I went quicker than the Brazilian.



Kane was a winner for Team Kool Green on ovals

“Winning the Young Driver award was a massive boost”

Jonny Kane



Cherished memory: Kane's personal Le Mans photograph

“They then tested Alex Gurney because the sponsors wanted an American driver in the car. They invited me back to test too and it was at Putnam Park again and I knew the track by then, so I was even faster than I had been before. I think it was faster than they had ever been around there before. They offered me a drive and away I went.”

MN: That was the full championship in 1999, ovals and all...

JK: “Indy Lights, then, was 12 races a year. Six were street or road courses, but six were oval. Ovals were a tough learning process and I made up for my lack of experience on the more traditional tracks...”

“The ovals were difficult. It seemed like if I turned up and I was reasonably good straight away, then I was OK. But if the car was a little bit off, then I found it a struggle to be fast. The car was so stiffly sprung on ovals, I found it quite hard to feel it the way I wanted to. You have to be careful, because there is a big penalty if you get it wrong at those speeds...”

“It was a good first year and I had some decent runs, and I finished fourth and was the top rookie. I also won on the oval track at Fontana at the end of the year. It was nice to say that I won on an oval.”

“I carried on into 2000. It was a two-car team and I was partnered with Jeff Simmons. It started OK then the team was in the process of being bought by Andretti Autosport. They didn’t lose focus, but they weren’t planning on continuing in Indy Lights the year after so the impetus went out of it a bit. The second half of the year was tough.”

“I had a wheel break when I was at

Milwaukee and that was a drama. The spokes failed on the right rear, and that was fairly massive. The suspension came in through the side of the car and damaged my ankle, but I was able to walk away. I spun and hit the wall with the left-hand side, and the car flipped over. I ended up sliding for about 300 metres upside down towards the start-finish line. I remember my engineer coming on the radio as I was upside down and sliding towards him and him telling me ‘crash, Turn 4, crash, Turn 4’. As I was inverted and sliding, I got back on the radio to him and said ‘yes, that will be me...!’

“We rebuilt the car and I won the very next race in Detroit, so I think I repaid them there.”

Question: How close did you get to Formula 1?
Steven Nye
Via email

JK: “You can be as close as you want, but until you are there, you are still a million miles away. I feel like when I won the Young Driver award, I was 22. In Formula 1, you still had guys like Nigel Mansell, Jean Alesi, Gerhard Berger – all these drivers who had been around the block and they were older drivers. I remember being told that I was still a bit young. Then, a few years later, drivers like Felipe Massa and Kimi Raikkonen turned up and I was a bit too old to fit the bill then!”

“It is just one of those things. I probably should have made more of an effort when I was winning the British F3 championship to get my name out

there, but the F3000 attempt took the wind from my sails a little bit. It stopped the momentum.”

Question: You raced for Audi in sportscars in the R8 alongside Mika Salo and Perry McCarthy in 2003. How come that didn’t go further?
Garry Jennings
Via email

JK: “I had done Le Mans in 2001 and 2002 with MG-Lola. In 2002, Lola was trying to sell some sportscars in the States and I went over there to do a test. Dyson was looking at the Lola and another team called KnightHawk. I went to Sebring and there was just one of the designers, a mechanic and me.”

“Lots of teams came and had a look and it was a shop window. KnightHawk ended up buying one of the cars and when they got it, it was such a step up from what they had been running before that one of their drivers decided that he didn’t really fancy it until he had much more seat time in it. So they asked me to share with Andy Lally and Steven Knight.”

“I qualified third overall behind two Joest Audis and in front of the Champion Audi. It was just an LMP675 car up against all these LMP900 cars and it was almost like three-quarters scale. I felt quite daunted lining up on the grid with all these other super-sized sportscars – I thought if they wanted to overtake, they would just drive over me. We lost sixth gear in the race but I was fast and I think I got the attention of Dr Wolfgang Ullrich at Audi.”

“Bentley [the sister programme to Audi] was running at Le Mans that year



Kane enjoyed the road and street courses in the United States in 1999



Kane was part of the ambitious Le Mans programme for the MG firm

FEATURE



Kane shared the Embassy WF01 with Warren Hughes and Joey Foster in 2008



National treasure: Kane was fully adopted by the Dutch Spyker crew

and one of the assigned drivers, Mark Blundell, had a motocross accident over the winter and there was a doubt whether he could do Le Mans or not. Dr Ullrich phoned me and asked if I wanted to go and test the Bentley at Paul Ricard. They were doing an endurance run.

“I did that, and there was the link there with Audi. Audi Sport UK was putting a car into Le Mans and Sebring that year so I started talking to them about that. Frank Biela was due to race the car at Le Mans but he was driving a Joest one at Sebring so couldn’t do that one, so it ended up as just being a one-off for me.

“I wanted to race at Le Mans too, but it never worked out that way. We finished sixth in Sebring after some gearbox problems.”

MN: Did you realise just how good the Audi R8 was?

JK: “Probably not at the time. The MG I had raced before was a cracking little car and if it had had the level of backing that Acura was putting into its programme or like Porsche went on to do with Penske and the LMP2 Spider, then it would have been a brilliant car.

“It was just a smaller company and it was an ambitious programme. But such a great car. The car had so much downforce that at a section of track like Eau Rouge at Spa or the Porsche Curves at Le Mans, how quick you could go was more or less determined by how strong you were. Once you got in the corner, if you hadn’t got the right amount of steering lock on, there was virtually no way you were going to be able to add anymore because it was so heavy.

“The R8 had paddleshift and all the little tricks that the MG didn’t. The R8 was getting to the end of its competition life at that point and it was the ultimate iteration of the machine: there wasn’t much left to get out of it on an engineering front. It was just totally spot on, but I don’t remember it being a massive step up performance-wise from what I had driven before.”

Question: What was the best GT car

you’ve raced: the Spyker, TVR Tuscan, Aston Martin or the McLaren?

Jason Inglis
Via email
JK: “I would say probably the Aston Martin DBR9. It was built for purpose. I raced it once for Barwell with Jonny Cocker at Zhuhai and once with David Brabham and Darren Turner at Petit Le Mans with Prodrive. The racing in the GT category, particularly against the Corvette, was just so tight. Each team had to do the race absolutely perfectly to get one over on the other one.

“That was a great car and Petit Le Mans, the track is awesome at Road Atlanta. To do that race in that sort of environment was pretty cool.”

Question: Who was the best sportscar team-mate you’ve ever had? And, who was the worst?

James Hilton
Via email
JK: “Two people spring to mind as the best: Danny Watts and Warren Hughes. I have shared with them both for numerous years.

“My relationship with Warren goes back to the MG days, the TVR, the Embassy sportscar in 2008. We ended up as team-mates over a period of a decade and I really enjoyed working with him. He was fast and he is very

good technically and he is great at getting the most out of a car.

“Danny and I were together at Strakka, alongside Nick Leventis, for a long, long time. There is absolutely no ego involved with Danny about who was fastest. We worked exceptionally well together. He was a little bit quicker than me in the high-speed stuff, perhaps, but I was quicker than him in the slower technical stuff, so it balanced out well. We would go through the data together and figure out what each other was doing to improve each other’s driving.”

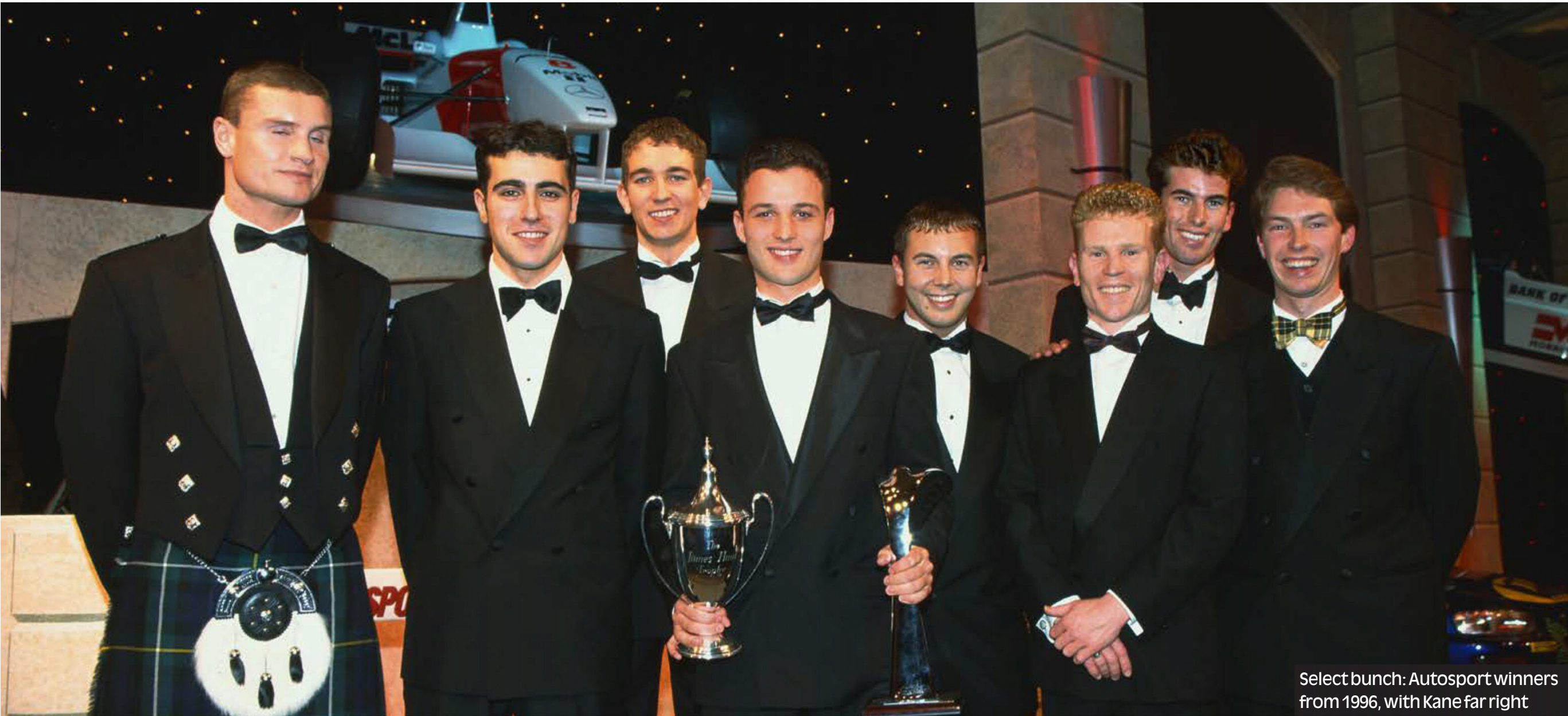
MN: And you two were having to look after Nick Leventis too, so there has to be a bit of compromise there ...

JK: “Of course. If you are sharing a car with a non-pro driver then your best chance of getting a great result is by having a car that the non-pro can drive to the best of his ability. So you would maybe set the car up slightly safer than you would have it if you were only looking after yourself. If a car spooks someone and they lose confidence in it and end up dropping a load of time, then you end up defeating the purpose of why you are there in the first place. So you are always trying to figure out what is the best way of getting to the finish line in the best possible way.”

MN: We are not going to let you off the hook – who was the worst....?



GT experience came with the TVR



Select bunch: Autosport winners from 1996, with Kane far right

JK: “[Long pause]...I really don’t think I have any bad ones. The Dutch guys I shared with at Spyker [in 2006 and 2007] were crazy, but they were good drivers. Nice guys.”

Question: What is more scary: an oval in the USA, or Le Mans at night?
Becca May Winton
Via email

JK: “Oh, and oval definitely. I’d take Le Mans in the dark and the wet over an oval any day of the week.

“To be fair, an oval is only scary if the car is a bit all over the place. I remember having a race at Chicago, where Turns 1 and 2 are basically the same as Turns 3 and 4, so you would think that the car, handling-wise, would be the same all around the circuit. Far from it...

“With the wind direction, it would change and in this race I had understeer at one end of the oval and oversteer at the other end! The track was only one mile around, and I had 100 laps to deal with this.

“In the Indy Lights car, you have a weight-jacker, which you could adjust the front corner weight to help it turn. I just spent 100 laps twisting the hell out of this thing to try and make it do something to get the car sorted. I never got there. And it certainly wasn’t a pleasant experience and it probably scarred me for life.

“Sometimes on ovals, it feels like a really quick corner on any other track. I remember racing on the Pennsylvania tri-oval and they just feel like fast turns. When you go to other places it is different. I think once I had a couple of decent smacks on the ovals, I lost a bit of interest probably...”

Question: Is there a race car you wanted to have driven but never have?
Leo Barclay
Via email

JK: “I always, always fancied having a go in a Jim Clark Lotus, something like a Lotus 49. Something from the late 1960s. That or the last generation of Red Bull F1 car before it went hybrid, something like the 2013 one. The 2.4-litre V8 one which sounded and looked immense.”

MN: Have you actually retired now?
JK: “Well I haven’t actually said that and you never say never. So no.”

MN: So why don’t we see you at places like Goodwood?
JK: “That is certainly something that I would be very interested in. I have never been asked and I haven’t really asked anyone to do it. Maybe I could use this as a job advert!

“I have been to the Revival quite a few times as a group – my wife and I and some friends. I thoroughly enjoy it and the racing is mega. I definitely would do some racing again in the future, but I just haven’t have the chance. In another few years’ time I will get a downgrade on my licence so maybe I will become of interest to some GT teams again...”

Question: Which achievement are you most proud of in your career? Was it standing on the podium at Le Mans in 2010?

Iain Elsey
Via email
JK: “I am kind of torn. I think winning British F3 was really cool when you look at the list of some of the other names who have achieved that. And you take into account how difficult it was, the pressure of being with the team that has

won the championship so many times before. I am really proud of that.

“But then Le Mans is such an amazing event. The way we won was really special. We had a good car in the HPD but we were two pro drivers with a gentleman driver up against three pro drivers in a similar car. If you had looked at it on paper, you would have said that we really shouldn’t have been able to do it. But we did. We had a mega set-up on the car and we were just faster. Danny and I would be able to build up a good gap. They others, being pros, would chase Nick Leventis down and we would have to extend the gap out again. We had a faultless run. We put oil in the engine at 16 hours in or something, but that was it.”

MN: For our readers and people that don’t know, what is it like stepping onto that podium at Le Mans in front of all those people?

JK: “I am so glad that I actually took my phone with me. I would never normally do it, but Danny, Nick and I, we all took our phones up there and it is probably my most favourite photo I have of my whole career. There is a picture of me with the pitlane in the background and there are just thousands of people there. It felt like being on stage at a rock concert. It is such a really cool thing.”

Question: What advice would you give to a young drivers starting out today?
Russell Scobie
Via email

JK: “The person has to want to do it. It is so difficult and so expensive that unless you want it more than the next driver, then you are virtually wasting your time before you start.

“Things have changed over the last 20 years. Budgets are bigger than ever. Sometimes I see drivers and I wonder if the dad actually wants it more than the son, the driver, or the daughter, the driver. I would just ask anyone who is starting out whether they have the ultimate passion, because you are going to need it.” ■



The relationship with Strakka included six outings at Le Mans



Far flung: Kane has raced all over the globe, including Fuji in Japan

“Being on the podium, it felt like being a rock star...”

Jonny Kane

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RACING REPORTS

Photos: Mick Walker, Paul Lawrence

DONINGTON PARK: HSCC BY PAUL LAWRENCE

JUNE 18-19



Tilley rode his luck for two Aurora victories



Samuel Harrison and Callum Grant shared Formula Ford 1600 triumphs

TILLEY'S WET AND DRY AURORA DOUBLE

It was an unlikely Aurora Trophy double win for Benn Tilley as both races ended with a red flag handing him victory. However, his natural pace in the Formula Atlantic Modus M1 was not down to good fortune.

Soaking wet conditions ensured that the opening Aurora race was a corker as Tilley fended off the mighty Lola T400 of Michael Lyons. The wet played to the strengths of the Modus, as Lyons battled to keep the Lola in check. After an early safety car, Lyons started a dogged pursuit and dived ahead into Redate going into lap eight, only to have the red flag come out and hand victory to Tilley on count back.

On Sunday, Lyons tore away in the dry but the Lola smoked into retirement and its stricken position

forced a red flag. Having caused the stoppage, Lyons was dropped out of the results and Tilley won again.

Richard Tarling kept his head while others had moments in the opening Classic FF1600 race. Henry Chart and Tom McArthur were his big rivals, as Jordan Harrison fought back after an early moment. But both Chart and McArthur had moments of their own and that left Tarling with a handy lead. Rick Morris won on Sunday when others were hit by a rash of track-limit penalties.

Steve Nuthall was the class of the Guards Trophy in his Chevron B8, displaying fine pace despite limited experience in this type of car. He was well clear of father-and-son Westie and Ben Mitchell in their B8 after 40 minutes. In the GT class

John Davison just held off Sam Smith in a battle of the Lotus Elans.

Samuel Harrison started Saturday as he meant to carry on with a resounding victory in Historic Formula Ford as both Tom McArthur and Callum Grant lost time with moments and had to fight back to pick up the remaining podium positions. Grant was surprised to win on Sunday when Harrison and McArthur picked up track limit penalties and Jamie Vinall-Meyer was excluded over a rideheight issue.

Mark Richardson in Thundersports was another driver making up ground after an early moment and he had to work his way ahead of the mighty McLaren M8E of Warren Briggs. The soaking conditions made life difficult for the big McLaren and

Richardson was able to push his two-litre Lola T290 ahead for a classy win as Simon Watts rounded out the podium in his Chevron B26. Watts won well on Sunday as the others faltered.

A safety car and an early red flag failed to unsettle Ashley Dibden in the opening Monoposto race as he took his Dallara F301 to a fine win in horrible conditions. In the other Monoposto race, David Heavey was victorious in his Leystone despite the best efforts of James Rimmer. In the dry, wins went to Tony Bishop and Billy Styles.

After two more fierce head-to-heads, it was one-all in Historic FF2000 for Graham Fennymore and Benn Simms, while Neil Wood bagged a Touring Car double and Kevin Kivlochan headed the Historic Road Sports.

RACE WINNERS

70s Road Sports/80s Sports and GT Julian Barter (TVR 3000M)	Thundersports Race 1: Mark Richardson (Lola T290); Race 2: Simon Watts (Chevron B26)	Historic Touring Cars Race 1 & 2: Neil Wood (Ford Anglia)
Historic F3 Race 1 & 2: Samuel Harrison (Chevron B15)	Aurora Trophy Race 1 & 2: Benn Tilley (Modus M1)	Historic Road Sports Kevin Kivlochan (Morgan Plus 8)
Historic FF1600 Race 1: Samuel Harrison (Merlyn Mk20); Race 2: Callum Grant (Merlyn Mk20A)	Guards Trophy Steve Nuthall (Chevron B8)	Monoposto Race 1: Ashley Dibden (Dallara F301); Race 2: Tony Bishop (Dallara F307)
Classic FF1600 Race 1: Richard Tarling (Crossle 25F); Race 2: Rick Morris (Royale RP29)	Formula Ford 2000 Race 1: Graham Fennymore (Reynard SF81); Race 2: Benn Simms (Reynard SF77)	Monoposto Race 1: David Heavey (Leystone 1000); Race 2: Billy Styles (Jedi Mk6/7)

HISTORIC F3



Harrison led from the front in wet and dry at Donington

Harrison passes his Historic F3 exam

Three days after finishing his A levels, young Samuel Harrison was clearly the class of a bumper Historic F3 pack and won commandingly in both wet and dry races in the Speedsport Chevron B15.

Harrison was always likely to win the opener, which ran in increasingly wet conditions on Saturday. But his rate of

progress away from the rest of the 23-car grid was remarkable.

Harrison was away and gone long before the first lap was done and over the course of 13 laps he extended a lead of more than 80 seconds over Ian Bankhurst and Jeremy Timms. Harrison sought

the limited grip by changing his racing line and was in a league of his own. Timms lost his chance of rivalling Bankhurst for second with a spin on the exit of Redgate, but still recovered to take third well before Simon Armer and impressive newcomer Josh Sharp rounded out the top five.

It was closer in the dry on Sunday but Harrison still went quickly clear as Timms and Bankhurst led the pursuit. This time they traded podium places as Timms took second while Armer was fourth ahead of Steve Seaman, who worked his Brabham BT21 up from 16th on the grid to edge Sharp back to sixth.

70S ROAD SPORTS



Barter (l) chased down Dean (r) then eased clear to win

Barter gets that winning feeling back

A year after his engine failed at the venue, taking 11 and a half months to sort out, Julian Barter was back at Donington Park to score a resounding 70-second Road Sports victory in his TVR 3000M.

After blowing off the racing cobwebs at Cadwell Park two weeks earlier, the Dorset racer was

second fastest in the qualifying period as his mate Jim Dean topped the times in his Lotus Europa.

The grid, big on quality and quantity, set off for a 25-minute thrash and though Dean led the first four laps Barter was menacing from the start and eased ahead of the Lotus into a lead he would never

lose. After 18 laps, Barter had inched out a 6s margin to claim the race victory.

Though Dean tried to chase, he soon had series returnee John Williams (Porsche 911SC) on his tail after the Porsche had edged Jeremy Clark's Lotus Elan back to fourth early on.

It took Williams until two-thirds' distance to find a gap

in Dean's defences but Dean re-took the place as they raced through traffic in the final laps.

Having fended off a determined challenge from the Elan of Nigel Armstrong, Clark was almost back in touch with the Porsche racer at the fall of the chequered flag.

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**RED BULL RAMPAGES AT
AZERBAIJAN GRAND PRIX**



Max and Sergio compound further Ferrari woe, p4

Japanese company edges clear of Ford in the all-time race winners list at La Sarthe

TOYOTA MAKES IT FIVE WITH DOMINANT DISPLAY AT LE MANS



The number eight crew was two minutes clear



Buemi (l), Hirakawa and Hartley (r) celebrate

By Matt James

Toyota has become a five-time winner of Le Mans as its GR010 Hypercar claimed its second win in succession at the classic French endurance race.

Sebastien Buemi, Brendon Hartley and Ryo Hirakawa led home the sister machine of Mike Conway, Kamui Kobayashi and Jose Maria Lopez to complete a lock-out for the Japanese firm in the leading Hypercar class.

Buemi became a four-time winner of the twice-around-the-clock race with this year's success adding to glory in 2018, 2019 and 2020.

The Swiss racer said: "The whole team, and our crew, executed a perfect race without any mistakes and no damage to the car. It's an incredible feeling to win Le Mans for the fourth time, and the fifth time for Toyota."

Full report, p16

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RACING REPORTS

PEMBREY: 750MC BY CARL MCKELLAR

JUNE 18-19

WEBB OVERCOMES PENALTY FOR S1000 GLORY

Photos: Steve Jones



Webb uses all his guile to maintain win streak



Ian Slark (l) and Nevan Kirkpatrick (r) shared Mini wins

Richard Webb kept up his 2022 unbeaten streak in the 750MC’s Sports 1000 Championship at Pembrey but so nearly was beaten by Ryan Yarrow in the second of three races.

Webb’s Spire RGBR ran wide at Dibeni when it struck the kerbs and Yarrow’s Spire GT3-Y was immediately past into the lead. Having briefly dropped to third, Webb also then needed to pull off a bold move on the inside of Dibeni to repass Dan Clowes (Mittell MC-53) for second and take up the chase of Yarrow.

The reigning champion put up a stubborn defence until Webb eventually made it past, but he then had to drive the remaining laps in qualifying mode to overcome both a sudden misfire and a five-second

penalty for exceeding track limits. Starting the final lap he was only 4.72 seconds only ahead of Yarrow – not enough – but a stunning effort helped him take that out to 5.62s by the chequered flag.

Spencer Stevenson and Owain Rosser took their first wins in the Clio Sport Championship in which the newer 197s again dominated the older 182s. Stevenson broke clear of the battling Rosser and Justin Griffiths to win the first race. Rosser, though, would win the next two races, the first after resisting major pressure from Stevenson.

Scott Edgar was twice a winner in the 182s before reigning champion Jack Dwayne took the spoils in race three. All three Clio races needed to be run on the Sunday after the opener, held in heavy rain late on

Saturday, was red-flagged shortly after the start.

There were four red flags in the three Type-R Trophy races – two of them in Saturday’s wet encounter. That race was won by Joe Jessup from Matt Digby and Christopher Nylan who led early on before spinning down to third.

Jake Hewlett won Sunday’s two dry races. The first of those came after he’d inadvertently tangled with Ash Moor who crashed out as a result. His second win was also hard fought as he just kept Digby, Nylan and Jessup at bay.

In his first-ever Pembrey outing, FF1600 legend John Village won both Historic 750 Formula races in his Village V2 – his second win came after a fun scrap with Graham Wilson’s Time 3B before it retired.

Peter Bove also made it a double in 750 Formula with his trusty Darvi 88P. However, Mark Glover gave him a good run in race two and could have mounted a challenge had his Racekits Falcon not lost fifth gear starting the last lap.

Pete Morgan (Fiesta XR2) boosted his Classic Stock Hatch points lead with two wins but was hard pressed in race two by chief rival Chris Dear (Peugeot 205 GTi).

Another double winner was Danny Andrew in Ma7das. So, too, Martin West in Locosts although his second win came courtesy of a late track-limits time penalty for winner-on-the-road Ryan Garrett. Craig Land had won the first race.

Meanwhile, Neven Kirkpatrick and Ian Slark shared Mighty Pembrey Minis honours.

116 TROPHY



Warburton pounced in race two

Cute strategy call clears the way for Warburton

Sam Carrington-Yates took victory in the Gaz Shocks 116 Trophy's first sprint race with a lights-to-flag victory at Pembrey, but Chris Warburton took the win in the later endurance race thanks to a smartly timed second pitstop. Carrington-Yates was

initially shadowed by Louis Woodward before drawing clear to win the 20-minute sprint race by seven seconds. In the closing stages Woodward needed to keep up his pace to be sure of second ahead of the fast-closing Jack Godden who put in a strong recovery drive after losing

places at the start when he ran straight on at the Hatchets hairpin. The scheduled 90-minute endurance race was cut to just shy of 80 because of a red flag stoppage after Andrew Woodbine's car struck the pitwall. This incident had a major bearing

on the final result... Sensing a safety car period or stoppage was imminent, Warburton's team Forty40 Racing instructed him by radio to make the second of two mandatory 60-second pitstops. It proved a masterstroke for when the race later restarted

he was effectively a pitstop ahead of his rivals. Indeed Warburton's winning margin was akin to a whole lap when the aggregate result (parts one and two of the race combined). Seddon survived a late spin to finish second ahead of Peter Keen in third.

ANGLESEY: BRSCC BY PETER SCHERER

JUNE 18-19

CUNNIFFE BROTHERS HEAD HOME THE C1s

Brothers Nick and James Cuncliffe took victory for CSC Racing after four-and-a-half hours of racing in the C1 Series.

Nick took the lead for the siblings from lap 80 of 128 and he retained his advantage until a 93rd-lap stop put Silverlake’s Mike Harris in charge.

Fourteen laps later, Harris handed to Matt Parkes, who rejoined in second place behind James Cuncliffe. Parkes then spent the final 40 minutes trying in vain to close the gap.

The winning margin was just over 19 seconds, with Scuderia Pollo Rosso in third on the

same lap after some strong groundwork from Graham Wilkins and Frank Claydon was supplemented by a sensational final stint from James Matthews.

Lucas Romanek’s Van Diemen JL13 made it two wins from three in the National Formula Ford encounters. In race one, he shared a few exchanges with Jamie Sharp’s Medina before snatching it on the last lap exiting Rocket.

A safety car and red flag ending went Sharp’s way in the race two with Colin Queen’s Ray claiming second from Romanek

into Peel after a five-car battle. But Romanek recorded his second win in a restarted finale with Jordan Dempsey’s Spectrum edging out Sharp out for second two laps from home.

Three races provided three winners in the CityCar Cup. Andrew Dyer managed to stretch the field in race one, but still had Stuart Bliss close at the end. After leading race two initially, Dyer had to settle for third behind Elliot Lettis and Bliss, after a fifth-lap sort out when they went four abreast with Richard Bliss into Rocket.

Richard Bliss led home Dyer and Ross Makar in race three,

after it was completed behind the safety car.

Steve Whitelegg and Will Gibson shared the Legends spoils in Saturday’s first two races, before John Mickel and Jack Parker took their duel to the last lap with Mickel snatching it by 0.198s with Miles Rudman a close third.

After Rudman won Sunday’s opener, he was on hand to pick up win number two when Mickel and Gibson clashed at the Hairpin on the last lap. But there was no hat-trick for Rudman, as he was pipped by 0.105s by Whitelegg in the final dash to the flag.



The C1 field sets off for a long-distance Welsh challenge

RACE WINNERS		
C1 Racing Series CSC Racing with FDL Packaging (James/Nick Cuncliffe)	C1); Race 2: Elliot Lettis (Peugeot 107); Race 3: Richard Bliss (Toyota Aygo)	Northern & Super Classic Formula Ford Races 1 & 2: John Murphy (Van Diemen RF90)
National Formula Ford Races 1 & 3: Lucas Romanek (Van Diemen JL13); Race 2: Jamie Sharp (Medina)	Legends Races 1 & 6: Steve Whitelegg; Race 2: Will Gibson; Race 3: John Mickel; Races 4 & 5: Miles Rudman	ST-XR Challenge Races 1, 2 & 3: Michael Blackburn (Ford Fiesta ST150)
CityCar Cup Race 1: Andrew Dyer (Citroen)	BMW Compact Cup Races 1, 2 & 3: Guy Davis	British Superkarts Races 1, 2 & 3: Liam Morley (Anderson CSK)

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RACING REPORTS

Photos: Ollie Read

SILVERSTONE: BRSCC BY STEFAN MACKLEY

JUNE 18-19



The Mercedes crew fought to the front



Sapra and Bransom's BMW claimed the Britcar Trophy glory

MARRS AND JACKSON TIP-TOE TO THE TOP

Wayne Marrs and Tom Jackson danced through the rain on their way to victory in the British Endurance Championship at Silverstone.

The Rob Boston Racing Mercedes-AMG GT3 duo took the lead in the two-hour contest around the Grand Prix layout once all the frontrunners had stopped for the first time and retained the lead even after serving a drivethrough penalty for a pitstop infringement.

With Jackson at the wheel for the final stint on a wet-but-drying track, they came home comfortable winners from early leaders Sacha Kakad/Hugo Cook's Simpsons Motorsport-run Mercedes, which lost time in the pits due to a refuelling problem and suffered with gearbox issues. The ING Sport BMW Z4 of Kevin Clarke, Ian

Lawson and Ryan Lindsay completed the rostrum after Clarke had led a large portion of the race prior to pitting for the first time in the second hour.

In Sunday's opening Britcar Trophy race, Bryan Bransom survived a suspected fuel surge and last-lap challenge from Mark Lee to win alongside Jasver Sapra in their BMW M3 E36, having chased down Lee/Owen Hizzey's Ginetta G56A after the pitstops. Lee/Hizzey won the sequel having passed at The Loop the Ginetta G55 Academy car of Neil Wallace – which dropped to fifth by the flag – as Nigel Greensall took a brilliant second alongside David Gooding in their E36.

Lewis Thompson starred on his debut in the Caterham Seven UK Championship, taking a win and two further podiums. The reigning 310R

champion led the opening stages of a damp race one, but overheating tyres meant he dropped back to third as Jake Swann claimed his first-ever Caterham win by 0.006s from Henry Heaton.

James Murphy won on-the-road in a dry race two, but was docked a tenth of a second post-race after being deemed to have passed under yellow flags, which dropped him behind Thompson.

The final race proved to be the most frenetic encounter as eight cars formed the lead group, with Murphy, Thompson and Aaron Head all taking turns at the front. Thompson led out of Luffield for the final time but on the drag to the line Head snatched the win by just 0.003s.

Harry George claimed Saturday's opening 310R Championship race having risen from 18th on a damp track

as James Wingfield and Stephen Lyall completed the rostrum. Jack Sales cruised to victory in a dry race two having broken the tow to the chasing pack on the opening lap, while Tom Cockerill got the better of Ross McConachie by just 0.001s for second.

Taylor O'Flanagan was victorious in the first 270R contest but had to give best to Dominique Mannsperger in race two, the latter grabbing the lead around the outside of Brooklands on the final lap.

A safety car negated Geoff Newman's healthy lead in the first Roadsport race, with Freddie Chiddicks finishing on top from William James as rain began to fall in the closing minutes. Newman wasn't to be denied in race two, holding Chiddicks at bay for the duration of the final lap after a race-long battle.

RACE WINNERS	
British Endurance Championship Wayne Marrs/Tom Jackson (Mercedes-AMG)	Race 2: Jack Sales
Caterham Seven UK Race 1: Jake Swann; Race 2: Lewis Thompson; Race 3: Aaron Head	Caterham 270R Race 1: Taylor O'Flanagan; Race 2: Dominique Mannsperger
Britcar Trophy Race 1: Jasver Sapra/Bryan Bransom (BMW M3 E36); Race 2: Mark Lee/Owen Hizzey (Ginetta G56A)	Caterham Roadsport Race 1: Freddie Chiddicks; Race 2: Geoff Newman
Caterham 310R Race 1: Harry George;	Zeo Prototype Series Races 1 & 2: James Abbott (Revolution 500SC)
	Caterham Academy Matt Larbey

Photos: Jakob Ebrey

BRANDS HATCH: CTA BY MARK PAULSON

JUNE 18-19

LEY MAKES A MARK IN ROUGH TCR ENCOUNTERS

TCR UK and the Civic Cup provided the racing action for a large crowd at Tunerfest South, as 17-year-old Alex Ley scored a maiden TCR victory.

The Fiesta Junior graduate was pipped to a first pole position by fellow Hyundai i30 runner Bradley Kent, who was carrying more compensation weight, but Ley's second-fastest time was good enough for pole in race three. He converted that into the lead – twice, after a startline shunt required a red flag – and survived a safety-car restart to pull clear of Kent and his elder brother Lewis.

Kent Jr lost second after being slapped with multiple track-limits penalties to complete a miserable weekend, results-wise, for the Essex youngster after slipping to 10th in the wet opener and dropping out of the lead of

the reversed-grid race after earlier contact damaged a tyre.

Kent Sr fared much better, clawing back ground on points leader Max Hart – who struggled for set-up – by adding two podiums to the Hyundai Veloster's first win. That came when he led home Chris Smiley's Honda Civic FK7 in wet conditions, with Callum Newsham (Cupra TCR) completing the podium after an impressive drive.

Former British Touring Car man Smiley retired from the reversed-grid race, won by Newsham's Power Maxed Racing team-mate Jac Constable from Isaac Smith (VW Golf), with overheating after earlier contact. That had also claimed Adam Shepherd who then scored his best result of the season in the

finale after passing Lewis Kent for second position.

Reigning champion Alistair Camp put his Civic Cup title challenge back on track with two imperious wins. He took the opener from pole despite contending with broken glass in his EP3's footwell after accidentally breaking its rear-view mirror while adjusting it on the startline.

Camp rounded Matt Luff to win race three, while Will Redford passed Morgan Bailey to take third, in a repeat of Saturday's podium. In between times, series returnee Ben Sharpe won the reversed-grid race from pole position ahead of Bailey and Ryan Bensley. Debutant Jack Harding twice finished fourth after swapping his Mazda MX-5 for a first go in front-wheel-drive machinery.

RACE WINNERS	
TCR UK Race 1: Lewis Kent (Hyundai Veloster); Race 2: Jac Constable (Cupra TCR); Race 3: Alex Ley (Hyundai i30 N TCR)	
Civic Cup Races 1 & 3: Alistair Camp (EP3); Race 2: Ben Sharpe (EP3)	



Teenager Ley was a TCR UK race winner

RACING REPORTS

SNETTERTON: MSVR BY STEVE WHITFIELD

JUNE 18-19

Photos: Richard Styles

OLDERSHAW OPENS MARSHALL TIN-TOP SERIES

The Historic Racing Drivers Club’s Gerry Marshall Trophy was deemed a success after 29 cars entered the inaugural event during the MotorSport Vision Racing Club meeting at Snetterton.

The new series for pre-1983 Group 1 and Group 1.5 touring cars, named after the late saloon racing legend and founded by family friend Julius Thurgood, is aiming for “three or four” races in 2023.

“This is an era I grew up with,” said Thurgood. “I raced against Gerry in that period and he became a very close friend of mine. Gerry is symbolic of this period. People like to see these exciting looking cars with period liveries. We are very keen that the cars are put out on track in a very authentic way.”

Marshall’s son Gregor, the series’ ambassador, was in action in a 1974 Vauxhall Firenza, but retired from the 45-minute encounter with an oil leak.

Bill Shepherd led in a 1970 Ford Mustang until handing the car over to his son Fred at the mandatory pitstop, but the pair had to settle for second behind Robert Oldershaw, who romped to victory by 31 seconds in a Rover SD1.

Cameron Evans made a poor



Tim Bates took a pair in the 911 Challenge

start from pole in a 1982 VW Scirocco and dropped to eighth, but former BTCC racer Mat Jackson starred by charging back up to third after taking over from Evans.

Simon Clark took two wins in the Porsche Club Championship, but he was pushed all the way by James Caley. It was Caley who led the early stages of race one, but Clark found a way by at Coram on a greasy track before staving off his rival until the finish. Clark passed Caley off the line in race

two, and again withstood pressure to take the spoils. The battle for third was just as close, with Kevin Harrison edging Chris Dyer’s Cayman by a tiny margin in both encounters.

Tim Bates continued his unbeaten start to the season with two comfortable triumphs in the 911 Challenge, despite making a huge jump start in race two. His blushes were spared after the race was restarted due to a multiple-car collision in the Boxster Cup class and, with the slate wiped clean,

Bates ensured there was no false start second time around.

Simon Rudd beat championship leader Liam McGill in the first two Focus Cup races. McGill climbed from sixth on the grid to snatch the lead from Ian Mitchell in race two, but ran wide and allowed Rudd through to take victory. McGill took a comfortable win in race three, with Rudd finishing 0.6s behind John Baker in third.

Joshua Law dominated all three Sports 2000 races in his MCR S2n.

RACE WINNERS		
911 Challenge and Boxster Cup Races 1 & 2: Tim Bates (Porsche 911)	Northern Saloons Races 1 & 2: Matty Cobb (VW Beetle)	Sports 2000 Races 1, 2 & 3: Joshua Law (MCR S2n)
Focus Cup Races 1 & 2: Simon Rudd; Race 3: Liam McGill	Porsche Club Races 1 & 2: Simon Clark (Porsche 996 C2)	Racing Saloons Race 1: Cavin Dunn (BMW E36); Race 2: Luke Schlewitz (VW Golf GTi)
HRDC Gerry Marshall Trophy Robert Oldershaw (Rover SD1)	Production GTi Races 1 & 2: Simon Hill	Z Cars Races 1 & 2: Callum Bates



Focus man Rudd got the better of table-topper McGill

Photos: Nitro Rallycross

NITRO RALLYCROSS SERIES: LYDDEN HILL BY HAL RIDGE

JUNE 18-19

LARSSON MAKES HISTORY AS NITRO VICTOR

Swedish driver Robin Larsson dominated proceedings at Lydden Hill in the opening round of the Nitro Rallycross Championship to secure a historic victory, the first in a top-flight electric rallycross series.

Fittingly, 55 years after the discipline was created at the Kent venue, the first event in a new era for rallycross – with both Nitro RX and the World Rallycross Championship switching to electric technology at their highest levels this year – was held at the circuit known as the home of rallycross.

And, having topped the opening free practice session on Saturday morning, it was Larsson who headed the order after the opening day’s Battle Bracket final, before winning his heat race on Sunday morning to secure pole position for the final.

In the main event, the double European Rallycross champion and former World RX round winner led into the reconfigured opening corner at Lydden Hill and was never headed. Making the result even better for the DRR JC RX Cartel team, reigning Euro RX champion Andreas Bakkerud hounded his team-mate in the early and closing stages of the final to make it a 1-2 for the squad.



Larsson was never headed in the final

Having broken free of a first-corner melee, Bakkerud took his joker on lap three in a bid to undercut his colleague but returned to the main circuit from the relocated Lydden Hill joker section behind Fraser McConnell and Oliver Eriksson, McConnell hanging onto his all-electric FC1-X machine with damaged rear suspension following first-corner contact.

Larsson immediately joked on the next tour and, despite McConnell setting a best lap of the race so far until that point, Larsson returned to the lead.

Bakkerud overtook Eriksson on the fifth lap, and passed McConnell when he also took his joker, to move to second.

Completing the podium, despite having been sitting on the sofa at home in Finland on Thursday evening, when all of the other drivers had spent the day testing at Lydden Hill, Niclas Gronholm made the most of a late call up to drive Kevin Eriksson’s FX1-X for the OMSE team and finished third.

Gronholm hadn’t driven an electric rallycross car of any description until Saturday morning when, following Oliver Eriksson

giving the freshly-built car a handful of shakedown laps, Gronholm, who has drafted in. He was called up as Kevin Eriksson had picked up an injury before the weekend.

Naturally slowest in the opening free practice session, Gronholm improved throughout the weekend and netted third from sixth on the grid in a chaotic final.

The biggest loser from contact in the opening-corner of the main event was British World Rally star Kris Meeke. Having shadowed Larsson in the opening



Northern Irishman Kris Meeke had a torrid weekend

free practice timesheets, before going quickest in FP2, Meeke raced Larsson in the Battle Bracket final on Saturday, but lost out when his Xite Energy Racing FC1-X lost power.

He won his heat race ahead of Bakkerud to progress directly to the final but, when a series founder and reigning champion Travis Pastrana made an great start in the final but ran wide into a half-spin into the pack, Meeke was one of the collateral damage and was forced to retire.

McConnell also contested in the Supercar category in a busy

weekend for the Jamaican and won the final ahead of Yuri Belevskiy and British Rallycross Championship leader Patrick O’Donovan, the latter racing his regular Ford Fiesta.

Results
Organiser: Nitro RX **When:** June 18-19 **Where:** Lydden Hill **Starters:** 42
Round 1: Group E (All FC1-X): 1 Robin Larsson 4m34.808s; 2 Andreas Bakkerud +0.875s; 3 Niclas Gronholm; 4 Fraser McConnell; 5 Ole Christian Veiby; 6 Oliver Eriksson; 7 Travis Pastrana; 8 Kris Meeke. Supercar: McConnell (Hyundai i20); NRX Next R1: Casper Jansson (Supercar Lites); NRX NEXT R2: Simon Olofsson (Supercar Lites); CrossCar R1: Pasi Penttinen (Speedcar Wonder); CrossCar R2: Sebastian Enholm (Speedcar Wonder)

FEATURE



TOYOTA: MAKING A MEMORABLE MARK IN MOTORSPORT

We need your help to unearth the favourite racing Toyota of all. By Matt James

Photos: Motorsport Images, mcklein-imagedatabase.com

There used to be something quite endearing about the Japanese firms that tried to triumph on the global motorsport scene.

Ingenious and always memorable, the battlers from the Far East would simply not give up in their quest to crack the usually European-dominated big events and championships. In terms of rallying, the breakthrough came with Toyota in 1990 and then one year later, Mazda finally conquered Le Mans.

Toyota has prevailed in recent seasons and, having been unable to crack Formula 1, has been the benchmark on both the World Endurance Championship and the World Rally Championship.

Motorsport News editor Matt James said: "Toyota has become a mainstay of

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motorsport always ingenious and always inventive, and the Japanese firm has offered the racing and rallying world some truly spectacular machines over the last five decades. We have selected our favourites, and we'd like our readers to help us pinpoint which one has been the most memorable."

THE NOMINEES

1 Toyota Celica 2000GT

Toyota's first tentative steps in the World Rally Championship came with the 2000GT, and it was a winner in the top flight. The machine carried the Japanese firm's colour with pride and was a winner in the hands of Bjorn Waldegard in 1982 before the Group B era took over and the team switched to a twin-cam version, but the 2000GT had been the foundation for Toyota's huge success in the WRC.



2 Toyota Corolla AE86

Chris Hodgetts had been a mainstay of the British Saloon Car Championship – and the Toyota line-up – in the early 1980s, but it wasn't until he returned Japanese firm's fold in 1986 that things really took off. The Team Toyota GB-backed coupe-style machine took a remarkable run of 18 triumphs from 20 starts over a two-season campaign.



3 Toyota Celica GT-Four

From the moment it was first introduced into the World Rally Championship in 1988, the Toyota Celica GT-Four looked like a gamechanger. The story of the car ended in ignominy though, as Toyota Team Europe was found to have used an under-bonnet tweak to illegally ramp up the car's turbocharger power, and Toyota was banned from motorsport for a year.

4 Toyota TS010

As the long-distance landscape was changing, so did Toyota's offering. It needed to embrace the new 3.5-litre normally aspirated World Sportscar Championship rules and did so with the gorgeous Tony Southgate-penned TS010. It was an outlandish car for the outlandish regulations of the period.



5 Toyota GT-One

If you were truly bonkers enough, you could have bought a Toyota GT-One to drive on the roads. That was the homologation requirement of the GT1 class, which the Japanese firm entered in 1998. The Dallara-built and Toyota Team Europe-run GT-Ones looked much less like the road-going versions entered by Mercedes and Porsche at the time and therefore became more of a crowd favourite.



6 Toyota Tacoma 1998 Pikes Peak car

Pikes Peak expert Rod Millen had already won the event three times in versions of a Celica before the idea was created to build the truck-shaped Tacoma, which was fitted with a 2.1-litre IMSA-derived engine to take the 4700ft climb over the 12.4-mile course. Even Millen couldn't beat his 1998 effort of 10m07s when he returned a year later, although he did add a fifth crown and his fourth-straight event victory.

7 Toyota TF105

Mike Gascoyne helped pen the TF105, which was a time when all the grand prix learning was supposed to have been done and the results were expected. Ralf Schumacher and Jarno Trulli were plugged into the cockpit and Trulli's run of three podiums (two seconds and a third) over the opening five races looked promising and, at that stage, he was second only in the drivers' championship to eventual winner Fernando Alonso.



8 Toyota TS-050

When Toyota joined the World Endurance Championship in 2012, it was clear that the global crown was one of its aims. There was another undeclared mission though that all with an eye to history knew about: it was desperate to finally prevail at Le Mans.

It finally did in 2018 with Fernando Alonso, Sebastien Buemi and Kazuki Nakajima claiming the win – the first of two for the crew and three for the TS050. Finally, the monkey was off Toyota's back – and it scooped two FIA World Endurance titles to boot. It was Toyota's dream-achieving sportscar.



9 Toyota Yaris WRC

With its pulling power and budget, Toyota was able to gradually collect together the driving strength it wanted and, by 2019, it became the WRC's powerhouse it is today. Ott Tanak took the title in the Yaris with six wins, but Hyundai aced the makes' crown.

When Ogier joined a year later, the Japanese attack became impregnable and it hasn't lost a drivers' crown since.



10 Toyota Corolla

Switching to a new car all designed in-house is mammoth for any team, but in 2019 British Touring Car Championship team Speedworks Motorsport did not flinch from the challenge with the Corolla and got four wins in its maiden season. Driver Tom Ingram was in with a shot of the crown going into 2020's finale round and just lost out despite another three victories along the way. Christian and Amy Dick's team has expanded to running two machines.

COLUMNIST

SEB PRIAULX



The 21-year-old World Endurance Championship racer tells us about his big ambitions

Photos: Jakob Ebrey



Doing Le Mans was an honour



There was no sense of 'famous father' with Andy

Growing up it was great to watch my dad – three-time World Touring Car champion Andy Priaulx – racing, though I don't really think of him being a 'famous father'. Obviously he's done a lot of racing and he knows what he's doing, but he's always been my dad and I just think of him the same as anyone thinks of their dad.

My earliest memories of racing are karting back home on Guernsey. My mum and dad bought me a kart when I was when I was nine or 10 years old. I'd always wanted to have a go at racing myself, I've always loved cars. There's only one kart track on Guernsey, and it's literally round a football pitch. But it's special to me as it's somewhere I started.

I started karting and that was it really, I just started from there, then I moved to Ginettas which was my first sportscar championship.

I did one year of British Formula 4 learning slicks and wings, and then I went into endurance racing quite early because it was something that there's a good future in. My dad did a lot of endurance racing so he helped me get there. It was just a natural progression, Multimatic picked me up very early and they're into endurance stuff and that's how I really started doing this.

Also there's Le Mans, which I just raced in for the first time, and a lot of Formula 1 drivers are probably going to do that race too in future so to win Le Mans you've got to be as good or better than F1 drivers so it's hard racing out there.

I raced in British GT, Porsche Carrera Cup

North America and Michelin Pilot Challenge, and this year I am racing in the World Endurance Championship with Dempsey-Proton Racing driving a Porsche 911 RSR in the GTE Am class alongside Christian Ried and Harry Tincknell. Doing WEC is phenomenal, it's a Multimatic thing that they picked me with Proton, they've worked with them before and I bonded with them really quickly and to be in an FIA World championship, my first World championship, is amazing. It really really feels surreal.

Le Mans is a dream for everyone and it was an honour to do the race track. I couldn't believe I was doing it, when I was out there the first lap I drove down out of Tertre Rouge it was just like that's awesome. The track was so wide and so straight and so flat, and it was just awesome seeing the houses and the trees.

Le Mans is just as big or even bigger than the Monaco Grand Prix, it's a mega race to be at and with the fans and all that atmosphere



Priaulx and team-mates took the WEC win at Spa

the whole week leading up to it is like Glastonbury Festival, it's all week from Monday to Sunday night, and probably Monday morning because you're still knackered.

Le Mans obviously never disappoints apart from when you have a bad race. I wouldn't say we did this time but we had an unlucky race. We had a suspension right bolt fail so annoyingly we lost several laps, it was horrible really just sitting there waiting to go back out.

I'm also a member of the BRDC SuperStars programme. BRDC is a very around-the-world-known club so I'm very honoured and just being here is a pinch-me moment. The club is very hard to get into, a lot of drivers want to be a member, so I'm working my way up to being a member. BRDC SuperStars does events such as media training and fitness training and I'm taking advantage of what the programme's offering and I'm very very privileged.

The WEC title looks quite hard to win at the moment with our Le Mans result, because it's double points for Le Mans. So we're just going to try and win races. We've got Monza next, then Fuji and Bahrain, so we're just going to keep focusing on the job in hand and being quick, do what we can do on track and that's all I can hope for.

My longer-term ambition is to win Le Mans outright in the Hypercar, or in any class. My ambition is to be like a Tom Kristensen, I don't know about winning it nine times like him but at least once or twice would be enough for me. Getting a Hypercar opportunity won't be easy but if I keep performing well I can't see why not.

"My ambition is to win Le Mans and be like a Tom Kristensen"

WHAT'S ON

YOUTUBE REVIEW

Were you to list the blue-riband events in world motorsport, you likely wouldn't get very far before including the Safari Rally. The latest takes place this weekend, yet the Safari Rally once set a very different challenge. And to get a sense

of it there's a highlights video VHS Rallies has uncovered of the 1983 event, which is at: youtube.com/watch?v=5j8dDzgNhHg. The rally then covered some 3000 miles and was one of controls and time penalties rather than special stages. And

1983's event was particularly unusual: the event was traditionally held at Easter, which was unusually early that year, before Kenya's long rains season. That meant the rally become one of oppressive, suffocating dust, which the video makes plain.

International stars such as Ari Vatanen, Michele Mouton and Hannu Mikkola go up against the host of local specialists – indeed, entering this rally, which had been running since 1953, only four Europeans had ever won it. **Graham Keilloh**



Dusty: the 1983 Safari Rally

TV GUIDE



Silverstone 1988 is recalled on Sky Sports F1

BT Sport has highlights at the end of each day for this weekend's Safari Rally Kenya. Day one's best is on BT Sport 3 tomorrow (Friday) at 2315hrs-2345hrs, day two's best is on Saturday on BT Sport 2 at 2330hrs-0000hrs and the best of the final day is on BT Sport 2 on Sunday at 2200hrs-2230hrs. Sky Sports F1 on Monday starts getting us into the mood for the forthcoming British Grand Prix with highlights of three retro events. The 1981 race is at 2045hrs-2130hrs, and is

followed by 1986's race at 2130hrs-2215hrs, then at 2215hrs-2255hrs it's 1988. While on the same channel late on Sunday you can watch the best of this weekend's Goodwood Festival of Speed, at 1900hrs-2100hrs. BT Sport also has highlights of the European Rally Championship's Rally Poland tomorrow at 0430hrs-0500hrs on BT Sport 2 and 2345hrs-0015hrs on BT Sport 3, then on Saturday at 1700hrs-1730hrs on BT Sport 2. **Graham Keilloh**

LIVE TV

GOODWOOD FESTIVAL OF SPEED Saturday, 1600hrs-1730hrs, ITV1; Sunday, 1500hrs-1700hrs, ITV1, Sky Sports F1	BT Sport 1 SS19: Sunday, 1200hrs-1330hrs, BT Sport 1
WORLD TOURING CAR CUP ARAGON Race 1: Sunday, 1000hrs-1100hrs, Eurosport 2 Race 2: Sunday, 1400hrs-1500hrs, Eurosport 2	
BTCC CROFT Race/support: Sunday, 1130hrs-1835hrs, ITV4	
WORLD RALLY CHAMPIONSHIP SAFARI RALLY KENYA SS1: Thursday, 1200hrs-1300hrs, BT Sport 2 SS9: Saturday, 0700hrs-0800hrs, BT Sport 2 SS12: Saturday, 1300hrs-1400hrs, BT Sport 3 SS16: Sunday, 0700hrs-0800hrs,	ADAC GT MASTERS ZANDVOORT Race 1: Saturday, 1155hrs-1315hrs, Freesports Race 2: Sunday, 1155hrs-1315hrs, Freesports
	NASCAR NASHVILLE Race: Sunday, 2130hrs-0200hrs, Premier Sports 2

WHAT'S ON

RALLYING FRIDAY-SATURDAY ■ Argyll Rally (spectators admitted) Mull Car Club argyllrally.co.uk	kirkistown.com
SUNDAY ■ Carl Sorenson Stages (Portreath) (no spectators) South Hams Motor Club shmc.co.uk ■ Sweet Lamb Time Trial (spectators admitted) Newtown and DAC newtown-mc.co.uk	SATURDAY-SUNDAY ■ Croft, N Yorks BTCC meeting: BTCC, F4, Ginetta Junior, Porsche Sprint, MINI Challenge, Ginetta GT5 Starts Saturday, racing from 1345hrs (qualifying from 0930hrs) Sunday, racing from 1205hrs Admission adult £35, under 15 free Web croftcircuit.co.uk Contact 01325 721815 ■ Snetterton 300, Norfolk British GT meeting: British GT, GB3, GB4, Radical SR1, Radical Challenge, Snetterton Saloons Starts Saturday, racing from 1320hrs (qualifying from 0900hrs) Sunday, racing from 1000hrs (qualifying from 0900hrs) Admission adult £22, under 13 free Web msv.com Contact 0344 225 4422 ■ Brands Hatch Indy, Kent BRSCC meeting: Supersport Endurance, Mazda MX-5, Fun Cup, Modified/Super Saloons, Tin Tops Starts Saturday, racing from 1120hrs (qualifying from 0900hrs) Sunday, racing from 1120hrs (qualifying from 1000hrs) Admission adult £14, under 13 free Web
RACING SATURDAY ■ Oulton Park International, Cheshire BRSCC meeting: BRSCC Clubsport, Fiesta, Fiesta Junior, BMW 1 Series, Modified Ford, Track Attack, 500cc F3 Starts racing from 1130hrs (qualifying from 0830hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422 ■ Kirkistown, N Ireland 500MRCI meeting: 500MRCI meeting: Road Sports, Ford Fiesta Zetec, FF1600, Saloon/GT, Mazda MX-5 Starts racing from 1300hrs (qualifying from 0900hrs) Admission adult £15	msv.com Contact 0344 225 4422 ■ Donington Park National, Leics Ferrari Corsa Clienti: Ferrari Challenge, Ferrari Classic Starts Saturday, racing from 1535hrs (qualifying from 0905hrs) Sunday, racing from 0905hrs Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422
	SPORTING SCENE SATURDAY ■ Odsal stadium, Sheffield BRISCA F1 British Championship Starts: 1700hrs. Admission: £25, concessions £23 Web: yorstox.co.uk
	SUNDAY ■ Cowdenbeath, Fife BRISCA F2 Scottish Championship Starts: 1730hrs Admission: adults £17, concessions £15, children 13-17 £7 Web: racewall.co.uk ■ Blyton Park, Yorkshire BTRDA Rallycross Series Starts 0800hrs Admission: tba Web: blytonpark.co.uk Details correct at time of going to press. Please check with organisers before travelling.

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Peter Atkins enjoyed some Morgan action at Curborough Sprint



Brands Speedfest, from Gary Hill



Jota at Le Mans, by David Harbey



Oulton BTCC: from Graham Lomax



Gary Isherwood's pic at Brands

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ROCKING ALL OVAL THE WORLD!

The National Hot Rod World Final hits 50 – read our special retrospective



OUT THURSDAY, JUNE 30

PREPARING FOR THE SEASON'S BIG ONE

We look ahead to the Silverstone showpiece



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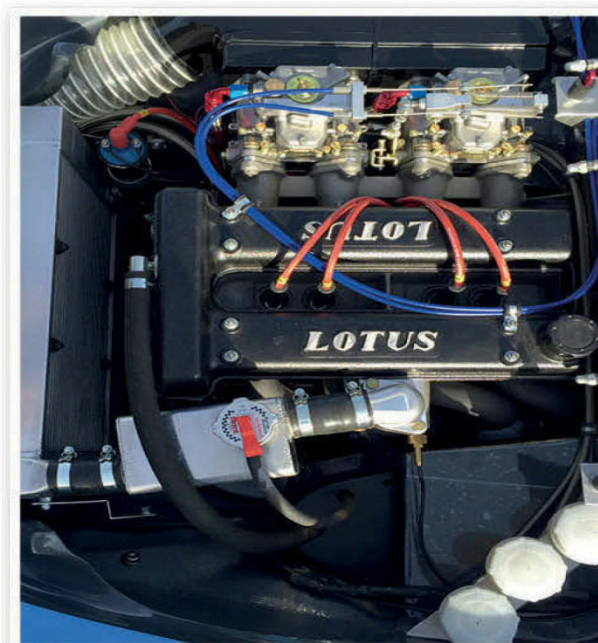
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113860

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114643

PORSCHE 911



2012, £54,995. 2012 PORSCHE 911 CARRERA 991. Finished in unmarked Carrara White with Black Hide PDK 7 speed transmission with steering wheel paddles. Specifications include Sat Nat, Cruise Control and Launch Control, Climate Control, Heated Seats and Rear Park Assist. Please call 01485 541526, South East. (T)

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